App. F. IX-4

1940

Previous References

193 .
( )
P.P.

File No. 16-40

Serial Nos. 1-3

Later References.
P.P. 16-40 (4-5)

P 53

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. Three only

Part B for July 1940

SUBJECT.

Railway Strike Protection Scheme.

WD 0573—GPB—22,500—12-9-39

Bob Shanklin
15.11.40

OFFICE OF THE INSPECTOR-GENERAL OF POLICE
IN MYSORE, BANGALORE.

NOTES FOR ORDERS.

Branch: Railways & C.I.D. *Date:* 14th June 1940.

Wireless & Secret

SUBJECT. RAILWAY STRIKE PROTECTION SCHEME.

*****

Two copies of the final proof of the Railway Strike Protection Scheme, are herewith submitted for perusal. The Chief Secretary to the Government of Mysore desired to have a look into the proof of the same and as such permission may kindly be accorded to send one of the copies to the Chief Secretary to Govt.

14/6

Supdt. of Police, Rys & CID

Forwarded with Compliments to the Chief Sec't to Govt. for perusal, with reference to telephonic Conversation.

15-6-40

D.I.G. of Police

C.B. 15/6

Bring up.

Secret
D.O.No.F.24/1939

THE RESIDENCY,
BANGALORE.

20th June 1940.

P. P. 16-40-1.

Railway Protection Schemes.

My Dear Kesavaiengar

In continuation of our discussion early this month regarding Railway Strike Schemes, I am desired to enquire for the information of the Hon'ble the Resident what schemes the Government of Mysore have, if any, for ceded and non ceded sectors other than the Bangalore-Bisnatham line for which a scheme exists. Colonel Gordon will be grateful if the Government of Mysore would let him see a copy of the schemes.

Yours sincerely

Rajasevaprasaktha B.T. Kesavaiengar Esq., B.A.,
Chief Secretary to the Government of Mysore,
Bangalore.

63
3.7.40.

SECRET.

Tele {gram: POLICE
phone: 2108

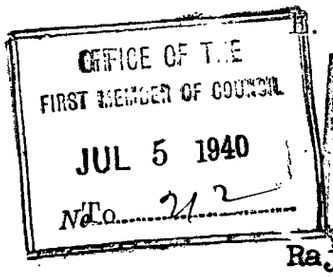
POLICE DEPARTMENT.

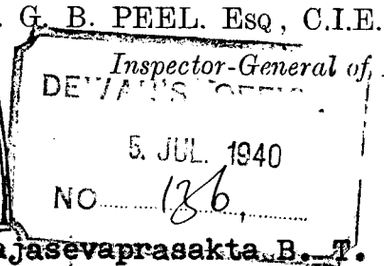
OFFICE OF THE
INSPECTOR-GENERAL OF POLICE IN MYSORE,

No. Ac. 457/Rys/39.40
Enc. (4)

Bangalore, dated July 2, 1940.

FROM





B. G. B. PEEL. Esq, C.I.E.,
Inspector-General of Police in Mysore,
Bangalore.

P. P. 16-40-2

Rajasevaprasakta B. T. KESAVAIENGAR, ESQ., B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
B a n g a l o r e.

C.B.
MK
3.7.40

SIR,

I have the honour to enclose herein four copies of the "Railway Strike Protection Scheme" for the information and use of Government.

I have the honour to be,

Sir,

Your most obedient servant,

INSPECTOR-GENERAL OF POLICE.

Subd. for perusal. A copy of the Scheme will be forwarded to the Residency, according to the decision arrived at on the 26th June, on the basis of reciprocity.

MK
4.7.40

1st member)

Dewan)

MK
5/7/40

MS
5-7-40

Letter to the Residency forwarding a copy is noted.

MK
6/7

GJ
6/7.

appd
MK
8/7

Col 43 Edl

6th July 40

8a

P.P. 16-40-3

With reference to your D.O. letter No.F.24 dated 21st June 1940, I am desired to forward a copy of the Railway Strike Protection Scheme.

M

Major A.E.H. Macann,
Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

SECRECT AND CONFIDENTIAL

Railway Strike Protection Scheme 1940.

(This supersedes all the previous rules and instructions on the subject)

CONTENTS.

		Pages.
1.	General Instructions	1
2.	Rules and Standing Orders	6
3.	Appendix I—Abstract of Force to be drawn from Districts	10
4.	Appendix II—Details of Force to be drawn from Districts	11
5.	Appennix III—Force for patrol duty	15
6.	Appendix IV—Additional investigating centres	15
7.	Appendix V—Duties at Mysore Railway Workshop	16
8.	Appendix VI—Duties at Mysore Railway Station Platform	16
9.	Appendix VII—List of Bridges and Culverts	17

Railway Strike Protection Scheme.

I. OBJECTS.

The objects of the Railway Strike Protection scheme are :—

1. To ensure—
   (*a*) the safety of the permanent way and of the Railway telegraph lines,
   (*b*) the safe running of trains,
   (*c*) the protection of Loyal Railway Employees.

2. To assist the Railway Police—
   (*a*) in preventing the commission of offences,
   (*b*) in the registration, investigation, detection and prevention of offences under the Railway Act and other provisions of Law during the period of the strike and especially, offences arising out of the strike.

II. GENERAL INSTRUCTIONS.

1. It is most important that every case whether under the Mysore Railway Act or under general sections dealing with Law and Order, should be registered immediately.

2. The local Police posts to be established on the Railway Line as hereinafter detailed in Appendix II, will have the status of un-official outposts of the Railway Police Stations having jurisdiction.

It will be the duty of these posts to report all offences to the Investigating Centre concerned. As in the case of Outpost the officer in charge of the post should take such immediate action with respect to any offence within his post area as circumstances may dictate, to prevent the commission of offence, arrest offenders and otherwise assist the subsequent investigation of the case by the Railway Police Sub-Inspector.

3. Local Police officers should be posted up with the provisions of the Railway Act.

4. It is most important that every Policeman and the Village Police should be taught how to give a danger signal and stop a train, if necessary. Officers in charge of posts should make this one of their duties.

The danger signal should be passed on from man to man on both sides of the danger point.

The method of signalling is as follows :—

By Day.

(*a*) If any red cloth is available it should be used as a flag and waved about.
(*b*) If no such cloth is available, both arms should be held up above the head.

By Night.

(*a*) If a red light is available, it should be displayed.
(*b*) If no red light is available, a torch or other light should be waved about violently.

Note.—1. Arrangements should be made to provide a sufficient number of torches to the village Police on duty.
2. Constables on duty at nights should be provided with lanterns.

5. Trolleys should be used for Police patrols whenever available.

6. Trains consisting of an engine and a truck may be arranged for patrol purposes in special cases. These trains should not be allowed to go out on patrol without an officer of at least the rank of a Sub-Inspector in charge, except,

(*a*) under very emergent circumstances with a written order from him, or,

(*b*) under the orders of a competent Railway Officer.

For this purpose one Sub-Inspector and one constable will be posted at the several centres mentioned in Appendix III.

III. INSTRUCTIONS FOR DIFFERENT STAGES.

The events leading up to a strike may be divided into three stages:—

(1) The preparatory stage—*i.e.*, when conditions indicate that a Railway Strike is possible.

(2) The precautionary stage—*i.e.*, when a Railway Strike appears inevitable.

(3) The active stage—*i.e.*, when a Railway Strike actually occurs or is about to occur and it becomes necessary to take over the responsibility for the safeguarding of the Railway line, etc., and to put the protection scheme into full force.

(I) Action to be taken in the first stage.—

As soon as a District Superintendent of Police receives information that a Railway Strike affecting his district is likely to occur, he should,—

(1) call for reports from all Inspectors as to the position, nature and quantity of any material stored by the Railway near the Line and of Oil Depots, likely to be affected by a strike;

(2) ascertain from the Railway Authorities what action, if any, they propose to take to move or concentrate such material;

(3) call for weekly reports from the Police Inspectors as to what special measures, if any, will be necessary to protect the employees and prevent intimidation;

(4) A special staff consisting of one Sub-Inspector, one Duffedar and six constables will be detailed from the C.I.D. for Special Intelligence Work to find out:

(*a*) how many employees from outside will continue to work in the event of a strike,

(*b*) the feeling of the Railway employees living within and outside Railway Station limits and all Railway Stations on the line.

(5) Arrange with the Revenue officers to have the Village Police ready for guarding the Railway line.

(II) Action to be taken at the second stage.—

(1) The District Superintendents of Police should have a list of the actual available men in each station and outpost showing how many are on leave and when due back and how many are sick and when likely to become available.

(2) No leave other than casual leave must be granted from the time this stage is reached and even this leave must be cut down as much as possible.

(3) The Officers and men selected for Intelligence duty should report information obtained daily and immediately.

(4) Arrangements should be made for extra guards for dumps of railway material and other explosive or combustible subtances on or about the line and also at any other dangerous points.

(5) Arrangements should be made with the Revenue Authorities to have the Village Police supplied with torches, oil and matches, for use as danger signals.

(6) The number of trollies and the places at which they can be made available should be ascertained from the Railway Authorities and concerned officers intimated.

(7) Intimation should be given to the Police officers to be drafted for duty to be in readiness for marching to their posts as detailed in the Appendix II, on receipt of orders.

(III) Action to be taken in the third stage, *i.e.*, Active Stage.—

(1) When this stage is reached, orders to put the Railway Protection Scheme into full force will be communicated to all Police Officers concerned by telegram or express by the code message 'STRIKE ACTION' specifying if necessary the particular areas where strike action is necessary.

(2) The officers concerned will open out the several investigation centres and out posts/re-inforcements thereto being sent from the respective places noted (Appendices II and IV).

(3) The officers in-charge of these posts should send reports of the establishment of the posts to their respective officers, *viz.*, the Police Inspector within whose limits the outpost is located and the Section Sub-Inspector in charge of the particular section of the Railway. Sections are shown in Appendix II.

(4) During the continuance of the strike, one Assistant Superintendent of Police will be in charge of the Railway lines from Chamarajnagar to Bangalore and Mysore to Arsikere and another in charge of the remaining lines.

(5) Any modification or extra arrangements that may be found necessary should be brought to the notice of the District Superintendent of Police of the District concerned and the District Superintendent of Police, Railways and C.I.D.

(6) Temporary Railway Police outposts at intervals of about 10 miles will be opened along the railway lines; each outpost will be in charge of a Duffedar with four constables. The duties of a post will be to patrol the line on either side of the post up to half the distance from the adjoining post to ensure the objects set out in para 1. The Taluk Inspector within whose jurisdiction the outpost is located will be responsible for the proper working of the post.

(7) Patrols should generally consist of at least one constable each way for each shift and two constables should always be left at the Post headquarters.

(8) The officers in charge of the posts will submit frequent reports to :—

(1) the local Inspectors, and

(2) to the Railway Section Sub-Inspector,

giving information as to work done, the state of the line and feelings of railway employees within the areas of their posts and any necessary modifications of or additions to the arrangements already made. They should send telegraphic reports, if possible of occurrences whenever necessary and where this is not possible reports should be sent 'EXPRESS'.

(9) The Railway Police Officers and local Police Officers should arrange to exchange information daily regarding all matters connected with the strike movement.

(10) Each running train should be provided with an escort of two armed men and an officer from the Special Reserve Force and each of them should be provided with 10 rounds of ball cartridges.

(11) A staff equal to 10 per cent of the constables drafted from each District will be made available for emergent duties which may arise.

(12) The officers and men detailed for the Railway Strike protection should as far as possible be provided with lathies.

orders of the senior Police Officer on the spot, whether he be an officer of the Mysore State Police or of the Civil and Military Station Police. It must also be explained to them that the Law in force within the Railway lands is the law of the Civil and Military Station, and that though this does not differ to any great extent from Mysore State Law, they should get advice and assistance from the nearest Civil and Military Station Police Officer if in any doubt. They will be fully protected against the consequences of any act done in good faith in the execution of their duty. All information regarding any incident connected with the Strike should be promptly communicated both to the nearest permanent Railway Police Station and to the Investigation centre having jurisdiction by the quickest possible method by using the Railway telegraph or telephone system wherever available. A list of Investigation centres and their jurisdiction is furnished (Appendix IV).

7. Mysore State Police will be deputed for guarding the lines worked by the Civil and Military Station Police at the rate of approximately one Constable for two miles and the assistance of Village Police at two per mile.

8. Arrangements should be made for giving effect to these orders at once, if occasion arises.

9. Relevant rules and orders on the subject are reprinted for information and guidance of all officers who should go through them carefully and instruct their subordinates in the matter.

10. Emergency train timings which will be issued by the Railway Department in the event of a Strike will be furnished to all officers concerned.

A. V. RAMANATHAN,
Inspector-General of Police.

Railway Strike Protection Scheme

IN THE EVENT OF A RAILWAY STRIKE, THE FOLLOWING RULES AND ENACTMENTS ARE NOTED FOR THE INFORMATION AND GUIDANCE OF ALL OFFICERS CONCERNED:—

I. MYSORE POLICE MANUAL—Vol. I.

Rule 573. (1) There should be the closest co-operation between the District and Railway Police.

(2) The Railway Police should be in a position to afford the greatest assistance to the District Police in arresting offenders who are trying to escape, and in noting the movements of criminals.

(3) In matters of placing obstructions on the line, tearing up rails, throwing stones at trains and such like, the help of the District Police should be promptly sought.

(4) In the event of a crime being committed in the limits of the District Police, but in the close neighbourhood of the Railway, the Railway Police shall take any legal action pending the arrival of the District Police.

(5) The Inspector-General of Police may require the District Police to take over the entire responsibility for the investigation of grave crime such as murder or dacoity, the circumstances of which are of a local nature quite unconnected with the Railway even though committed within the jurisdiction of the Railway Police; and also strike offences whenever these become too numerous to be dealt with effectively by the ordinary Railway Police Investigation Staff. On his requisition, the District Police shall at once take over the investigation and where necessary additional temporary investigation staff shall be drawn from the District Police and employed for the purpose. Such cases shall be supervised by the Gazetted Officers of the District Police but shall be registered and the investigation recorded at the Railway Police Station having jurisdiction.

Rule 574. The rules framed by the Government of India in the matter of notices of, and enquiries into, railway accidents are applicable, *mutatis mutandis*, to the Railway and Police administrations within the State.

Rule 575. The Railway authorities will communicate information of accidents both to the Railway Police and the District Police. The nearest Police Officer should take any action that may be immediately necessary.

Rule 576. On the occurrence of a serious accident, the Station-House Officer of the Railway Police shall mobilize the men of his section and have them taken to the spot. If the men of one section are insufficient the Inspector shall mobilize other sections. The Railway Police shall guard property and help injured persons.

Rule 577. All cases of accident, injury and death occurring on the Railway shall be mentioned in the Station-House Diary and by the Inspector in his General Diary.

Rule 578. (1) The Railway Police are primarily responsible for the maintenance of order during a Strike, but should have the co-operation of the District Police for that purpose. To this end a strike scheme shall be prepared in each District, to provide for the reinforcement of the Railway Police, the prevention of crime, the protection of Railway servants against interference in the discharge of their duties, the safeguarding of the permanent way and the investigation of such offences as may arise. Such a scheme shall provide for—

(i) The establishment along the open line of Police posts to ensure patrolling for the intelligence purposes by Police and Village Talaries.

(ii) The protection of Railway property and the provision of guards at important and strategic centres.

(iii) The posting at strategic centres of mobile forces with light engines.

(iv) The protection of Railway servants; and

(v) The reinforcement of the local Police Investigating staff so that they may deal with all cases arising out of the Strike except those cases considered by the Inspector-General of Police, sufficiently grave to be taken up by the Criminal Investigation Department.

When armed force is required in excess of the above arrangements, senior officer in local charge of the anti-strike operations shall send timely reports to the Inspector-General of Police direct.

(2) (i) When a Strike is threatened, the District Magistrate, the local District Superintendent of Police and the Inspector-General of Police should be kept informed, and the District Superintendent of Police concerned should take preparatory action by reinforcing District Police Stations along the Railway line to permit of the strike scheme being put into force as soon as the strike is declared or appears inevitable.

(ii) Railway Police should at the same time be mobilized.

(3) Each man will be sent out with full kit and must be prepared to stay wherever ordered.

(4) The Railway Authorities should be asked to provide pilot engines, patrol trains (wherever necessary) and patrol trolleys.

(5) It is not the duty of the Police—

(*a*) to interfere with strikers unless a complaint is made that they are committing or about to commit a cognizable offence;

(*b*) to deliver orders from Railway Officers to any of the Railway staff whether on strike or not.

(6) Any complaint made to a Railway Police Officer must at once be communicated to the nearest Station-House Officer. Station-House Officers must not be led into taking hasty or illegal action or unconfirmed reports of the possibility of the occurrence of an offence. They should require a formal complaint disclosing a cognizable offence before taking action.

(7) The matter of "picketing" demands careful attention. "Picketing" implies an organised endeavour by men on strike, or agitators, to induce workers to "down tools" by means of parties of men posted at important working centres, such as workshop gates.

"Picketing" does not constitute an offence if the persuation used is of an orderly and peaceful nature and is without violence, threat or intimidation. If, however, any person "wilfully impedes or restricts any Railway servant in discharge of his duty," he commits an offence under Section 103 of the Railway Act which is cognizable by the Police.

(8) The Police have no power to order a peaceful picketer or any other person to leave Railway premises unless he has committed an offence under Section 103 or under some other cognizable section of the Railway Act. Any person refusing to leave Railway premises after being ordered to do so by a competent Railway Officer commits an offence under Section 103 of the Railway Act.

(9) The Police have at all times the power to interfere to prevent the commission of any serious offence or a breach of the peace. If any such occurrence is apprehended at any Railway Police Station which is not adequately manned, immediate information should be sent to the nearest local police station and assistance requested.

Rule 579. When any disturbance arises out of a strike on a railway the Station Master or in his absence any Railway employee shall immediately send information to the Station House Officer of the District Police Station of the area concerned.

II. MYSORE RAILWAY ACT.

Section 103. If a person wilfully obstructs or impedes any railway servant in the discharge of his duty, he shall be punished with fine which may extend to 100 rupees.

Section 104. (1) If a person unlawfully enters upon a railway, he shall be punished with fine which may extend to 20 rupees.

(2) If a person so entering refuses to leave the Railway on being requested to do so by any Railway servant or by any other person on behalf of the Railway administration, he shall be punished with fine which may extend to 50 rupees, and may be removed from the Railway by such servant or other person.

III. THE MYSORE PUBLIC SECURITY ACT.

CHAPTER V.—PROVISION AGAINST CERTAIN FORMS OF INTIMIDATION.

Section 24 (1) Whoever—

(*a*) with intent to cause any person to abstain from doing or to do any act which such person has a right to do or to abstain from doing, obstructs or uses violence to or intimidates such person or any member of his family or person in his employ, or loiters at or near a place where such person or member or employed person resides or works or carries on business or happens to be, or persistently follows him from place to place or interferes with any property owned or used by him or hinders him in the use thereof, or

(*b*) loiters or does any similar act at or near the place where a person carries on business, in such a way and with intent that any person may thereby be deterred from entering or approaching or dealing at such place, shall be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

Explanation.— Encouragement of indigenous industries or advocacy of temperance without the commission of any of the acts prohibited by this section is not an offence under this section.

(2) No Court shall take cognizance of an offence punishable under this section except upon a report in writing of facts which constitute such offence made by a police officer not below the rank of Sub-Inspector.

25. Notwithstanding anything contained in the Code, an offence punishable under Section 24 shall be cognizable by the Police and shall be non-bailable.

26. (1) The Government may, by notification in the official Gazette, declare that any offence punishable under Sections 186, 190, 228, 298, 505, 506 or 507 of the Indian Penal Code, as in force in Mysore, when committed in any area specified in the notification shall, notwithstanding anything contained in the Code, be cognizable, and thereupon the Code shall, while such notification remains in force, be deemed to be amended accordingly.

Note.—A Notification has been issued in this behalf.

(2) The Government may, in like manner and subject to the like conditions, and with the like effect declare that an offence punishable under Section 188 or Section 506 of the Indian Penal Code as in force in Mysore shall be non-bailable.

IV. PROTECTION OF RAILWAYS.

NOTIFICATION.

New Delhi, the 2nd January 1940.

No. I-W.—In exercise of the powers conferred by the Indian (Foreign Jurisdiction) Order in Council, 1937, and of all other powers enabling him in that behalf, the Crown Representative is pleased to make the following Law :—

1. This Law may be called the Railway Lands (Employment of India State Forces) Law, 1939.

2. Whenever a military force of an Indian State is, with the authority of the Political Agent accredited to that State, engaged in the maintenance of public order in, or in the protection of, any railway lands over which the Crown Representative has jurisdiction, whether in that or in any other such State,—

(*a*) every member of such force may take such steps and use such force, as may be necessary for the prevention of any act done, or likely to be done, with intent to impair the efficiency or impede the work of, or to cause damage to, any railway, machinery, apparatus or other thing used on the railway or in the railway lands or any building or other property in the railway lands;

(*b*) when a Magistrate determines to disperse any unlawful assembly by military force, he may require any commissioned or non-commissioned officer of such force to disperse the assembly by military force and to arrest and confine such persons forming part of it as the Magistrate may direct or as it may be necessary to arrest and confine in order to disperse the assembly or to have them punished according to law, and every such officer shall obey such requisition in such manner as he thinks fit, but in so doing he shall use as little force, and do as little injury to person and property, as may be consistent with dispersing the assembly and arresting and detaining such persons; and

(*c*) when the public security is manifestly endangered by any unlawful assembly and when no Magistrate can be communicated with, any commissioned officer of such force may disperse the assembly by military force and may arrest and confine any person forming part of it, in order to disperse such assembly or that they may be punished according to law; but if while he is so acting it becomes practicable for him to communicate with a Magistrate he shall do so and shall thenceforward obey the instructions of the Magistrate as to whether he shall or shall not continue such action.

3. Whenever a police force of an Indian State is, with the authority of the Politieal Agent accredited to that State, engaged in the maintenance of public order in, or in the protection of, any railway lands over which the Crown Representative has jurisdiction, whether in that or in any other such State—

(*a*) every member of such police force shall be deemed to be—

(i) a public servant for the purposes of the Indian Penal Code or of any other law as applied to or in force in those railway lands, and

(ii) a police officer for the purposes of Chapters V, IX and XIII (excepting Section 153) of the Code of Criminal Procedure, 1898, Section 31 of the Police Act, 1861, and section 131 of the Indian Railways Act, 1890, as applied to or in force in those railway lands; and

(*b*) every member of such police force, not below the rank which corresponds to that of a Sub-Inspecter of Police in British India, shall be deemed to be an officer in charge of a Police Station for the purposes of Sections 55, 56, 62, 127 and 128 of the Code of Criminal Procedure, 1898, as applied to or in force in those railway lands.

4. No suit, prosecution or other legal proceeding shall lie against any member of any military or police force of an Indian State for anything done in good faith in pursuance of, or in the exercise of powers conferred by this Law.

APPENDIX I.

RAILWAY STRIKE PROTECTION SCHEME.

Abstract of staff required for guarding Railway Station and lines.

Sl. No.	District	Section	Sub-Inspector	Daffedars	Police Constables	Village Police
1	Civil and Military Station ...	Section I (A)	1	2 (H. C.)	24	...
		Total ...	1	2	24	...
2	Bangalore City	Section I (B)	...	...	3	...
		Section IV (A)	...	1	6	6
		Reserve 10 per cent of Police Constables ...	...	...	1	...
		Total ...	...	1	10	6
3	Bangalore District	Section I (C)	...	3	36	77
		Section IV (B)	...	...	16	60
		Section V (A)	...	2	26	51
		Section VI (A)	...	1	17	37
		Reserve 10 per cent of Police Constables ...	...	...	10	...
		Total ...	..	6	105	215
4	Mandya District	Section I (D)	1	2	33	75
		Section II (B)	...	...	8	21
		Reserve 10 per cent of Police Constables ...	...	...	4	...
		Total ...	1	2	45	96
5	Mysore District	Section I (E)	1	3	58	92
		Appendices V and VI	1	8	86	...
		Section II (A)	...	2	30	61
		Reserve 10 per cent of Police Constables ...	...	...	17	...
		Total ...	2	13	191	153
6	Hassan District	Section II (C)	1	2	45	107
		Section IV (D)	1	1	17	17
		Reserve 10 per cent of Police Constables ..	...	...	6	...
		Total ...	2	3	68	124
7	Kadur District	Section III (A)	...	1	21	44
		Section III (B)	...	1	13	30
		Section IV (E)	...	2	30	70
		Reserve 10 per cent of Police Constables ...	...	...	6	...
		Total ...	...	4	70	144
8	Shimoga District	Section III (C)	1	4	73	110
		Reserve 10 per cent of Police Constables ...	...	...	7	...
		Total ...	1	4	80	110
9	Tumkur District	Section IV (C)	1	4	60	129
		Reserve 10 per cent of Police Constables ...	...	...	6	...
		Total ...	1	4	66	129
10	Chitaldrug District	Section IV (F)	1	3	54	121
		Section VII	...	1	19	39
		Reserve 10 per cent of Police Constables ...	...	...	7	...
		Total ...	1	4	80	160
11	Kolar District	Section V (B)	1	2	21	35
		Section VI (B)	1	3	54	122
		Reserve 10 per cent of Police Constables ...	...	...	7	...
		Total ...	2	5	82	157
12	Kolar Gold Fields	Section VI (C)	...	1	11	21
		Reserve 10 per cent of Police Constables ...	...	...	1	...
		Total ...	...	1	12	21
13	C. I. D.	For Special Intelligence work ...	1	1	6	...
		Total ...	1	1	6	...

APPENDIX II.

SECTION—I.

BANGALORE—CHAMARAJANAGAR SECTION.
(Meter Gauge).

(A) Bangalore City Railway Station:—Force to be provided from the Civil and Military Station Railway Police.
(B) Bangalore City to Nayandahalli—Force to be drawn from Bangalore City Police.
(C) Nayandahalli to Settihalli—Force to be drawn from Bangalore District Police.
(D) Settihalli to Paschimavahini—Force to be drawn from Mandya District Police.
(E) Paschimavahini to Chamarajanagar—Force to be drawn from Mysore District Police.

Distance	Railway Station	Allocation for guarding		Out-posts		Additional investigating centre for cases arising out of strike	No. of village Police to assist regular Police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfr.	P. Cs.			
	Section A.—							
...	Bangalore City ...	6	8	2	8	1 S. I. and 2 P. Cs.	...	Civil and Military Station Railway Police.
	Section B.—							
8½	Nayandahalli ...	1	2	...	...	.....	...	Bangalore City.
	Section C.—							
4½	Kengeri ...	1	4	1	4	.....	16	Bangalore Kasba—1 Dr.—9 P. Cs.
6½	Hejjala ...	1	3	...	...	.....	12	Kankanhalli Kasba—4 P. Cs.
4	Bidadi ...	1	2	...	...	.....	8	Kodihalli Station—3 P. Cs.
9½	Closepet ...	1	4	1	4	.....	18	Closepet Range—1 Dr. 4 C. Ps. Kodihalli—1 P. C. and Harohalli 4 P. Cs.
7	Channapatna ...	1	3	...	...	.....	14	Magadi Kasba—2 P. Cs. Kudur—2 P. Cs.
4½	Settihalli ...	1	2	1	4	.....	9	Channapatna—1 Dr. 4 P. Cs. Kudur Range—1 P. C. T. G. Halli—2 P. Cs.
	Section D.—							
7	Maddur ...	1	3	...	...	1 S. I. and 1 P. C.	14	Koppa O P.—2 P. Cs. Malvalli—1 S. I. and 3 P. Cs.
5½	Hanakare ...	1	3	...	...	.....	11	Belakavadi—4 P. Cs.
6½	Mandya ...	1	3	1	4	.....	13	Bellur—1 Dr. 4 P. Cs. Nagamangala—4 P. Cs.
5	Yeliyur ...	1	2	...	...	.....	10	Melkote—2 P. Cs. French-Rocks—1 P. C.
5½	Byadarahalli ...	1	2	...	...	.....	11	French-Rocks—3 P. Cs.
5½	French-Rocks ...	1	3	1	4	.....	11	Nagamangala—1 Dr. 2 P. Cs. Chinkurli O. P.—2 P. Cs. French-Rocks—4 P. Cs.
2½	Seringapatam ...	1	1	...	...	.....	5	Seringapatam—2 P. Cs.
	Section E.—							
½	Paschimavahini ...	1	1	...	...	.....	1	Mysore Taluk—2 P. Cs.
3	Nagenahalli ...	1	1	...	...	.....	2	Mysore Taluk—2 P. Cs.
8½	Mysore ...	10	4	...	...	1 S. I. and 2 P. Cs.	16	Mysore City—1 S. I. 16 P. Cs. *Note.*—1 S. I., 8 Dfrs. and 86 P. Cs. for guarding Work-Shop and other places to be provided in addition as per Appendices V and VI.
1½	Chamarajpuram.	1	1	...	...	.....	3	Mysore City—2 P. Cs.
1½	Mysore South ...	1	1	1	4	.....	3	Mysore City—2 P. Cs. Mysore South—1 Dr. 4 P. Cs.
6½	Kadakola ...	1	3	...	...	.....	13	Mysore Taluk—4 P. Cs.
5½	Nanjangud ...	1	3	1	4	.....	11	Nanjangud Taluk—4 P. Cs. T.-Narsipur Taluk—1 Dr. 4 P. Cs.
5½	Narasambudi ...	1	3	...	...	.....	11	Nanjangud Taluk—4 P. Cs.
4	Kowlande ...	1	2	...	...	.....	8	Do 3 P. Cs.
5½	Badanguppe ...	1	2	...	...	.....	10	Chamarajnagar Taluk—3 P. Cs.
7	Chamarajnagar ...	1	3	1	4	.....	14	Chamarajnagar—4 P. Cs. Gundlupet—1 Dr. 4 P. Cs.

SECTION II.

(A) Belagola to Hosagrahar—Force to be provided from the Mysore District Police.
(B) Hosagrahar to Mandagere—Force to be provided from Mandya District Police.
(C) Mandagere to Arsikere—Force to be provided from the Hassan District Police.

MYSORE—ARSIKERE SECTION.
(Metre Gauge).

Distance	Railway Station	Allocation for guarding		Out posts		Additional investigating centre for cases arising out of strike	No. of village Police to assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfr.	P. Cs.			
	Section A.—							
6½	Belagola ...	1	3	...	...	...	13	T. Narsipur—4 P. Cs.
2	Krishnaraja-sagara.	1	1	...	...	...	4	do 2 P. Cs.
6½	Sagarakatte ...	1	3	1	4	...	13	K. R. Nagar Taluk—4 P. Cs.
								Heggadadevanakote Taluk—1 Dr. 4 P. Cs.
4	Doranahalli ...	1	2	...	...	...	8	do 3 P. Cs.
3	Krishnarajnagar	1	2	...	...	...	6	do 3 P. Cs.
2	Hampapur ...	1	1	...	...	...	4	Hunsur Taluk—2 P. Cs.
6½	Hosagrahar ...	1	3	1	4	...	13	Hunsur Taluk—8 P. Cs.
								do 1 Dr.
	Section B—							
4½	Akkihebbal ...	1	2	...	...	...	6	Kikkeri Op.—2 P. Cs.
								Santhebatchahalli—1 P. C.
7½	Mandagere ...	1	4	...	...	...	15	Krishnraajpet—5 P. Cs.
	Section C.—							
11½	Hole-Narsipur ...	1	6	1	4	...	23	Hole-Narsipur Taluk—6 P. Cs.
								Arkalgud Taluk—5 P. Cs.
								Hassan Taluk—1 Dfr.
1½	Hole-Narsipur Town.	1	1	...	...	...	2	Arkalgud Taluk—2 P. Cs.
6½	Mavinakere ...	1	3	...	...	...	13	Arkalgud Taluk—1 P. C.
								Hassan Taluk—3 P. Cs.
6	Ambuga ...	1	3	...	...	...	12	Channarayapatna—4 P. Cs.
6½	Hassan ...	1	3	1	4	1 S. I. & 1 P. C.	13	Hassan Taluk—1 SI., 1 Dr., 6 P. Cs.
								Belur Taluk—3 P. Cs.
9½	Dudda ...	1	5	...	...	...	19	Belur Taluk—6 P. Cs.
3½	Bageshapur ...	1	2	...	...	...	7	Saklespur Taluk—3 P. Cs.
9½	Habbanaghatta ...	1	5	...	...	...	18	do 6 P. Cs.

SECTION III.

(A) Tarikere to Narasimharajapura—Force to be provided from Kadur District Police.
(B) Birur to Tarikere—Force to be provided from Kadur District Police.
(C) Masarahalli to Talaguppa—Force to be provided from the Shimoga District Police.

BIRUR—SAGAR SECTION (Up to Talaguppa.)
TARIKERE—NARASIMHARAJAPURA—TADASA—HEBBE TRAMWAY.

Distance	Railway Station	Allocation for guarding		Out posts		Additional investigating centre for cases arising out of strike	No. of village Police to assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfr.	P. Cs.			
	Section A—							
4½	Duggalapur ...	1	2	...	...	...	9	Tarikere Taluk—3 P. Cs.
3½	Lakkavalli ...	1	2	...	...	...	7	Koppa Taluk—3 P. Cs.
10½	Tadasa ...	1	5	1	4	...	20	Koppa Taluk—1 Dr. 10 P. Cs.
	Agasanhadlu ...	1	1	...	...	...	1	Tarikere Taluk—2 P. Cs.
3½	Narasimharajapur	1	2	...	...	...	7	do 3 P. Cs.
	Section B.—							
6½	Shivapur ...	1	3	...	...	...	13	Kadur Taluk—3 P. Cs.
8½	Tarikere ...	1	4	1	4	...	17	Tarikere Taluk—1 P. C.
								Tarikere Taluk—1 Dr. 9 P. Cs.
	Section C.—							
9½	Masarahalli ...	1	5	...	...	...	10	Channagiri Taluk—6 P. Cs.
8½	Bhadravathi ...	1	2	1	4	...	6	Bhadravathi Station—1 Dr. 7 P. Cs.
6½	Bidare ...	1	3	...	...	...	5	Shimoga Taluk—4 P. Cs.
4	Shimoga ...	1	2	1	4	1 S. I. & 1 P. C.	8	do 1 SI., 1 Dr. 8 P. Cs.
1½	Shimoga Town ...	1	1	...	...	...	2	do 2 P. Cs.
4½	Kotegangur ...	1	2	...	...	...	4	do 3 P. Cs.
7½	Harnahalli ...	1	4	...	...	...	10	Honnali Taluk—5 P. Cs.
4	Kumsi ...	1	2	1	4	...	8	Kumsi Station—1 Dr. 7 P. Cs.
9½	Arasalu ...	1	5	...	...	...	10	Hosanagar Taluk—6 P. Cs.
9½	Anandapuram ...	1	5	...	...	...	12	Sagar Taluk—6 P. Cs.
9½	Balegundi ...	1	5	...	...	...	10	do 6 P. Cs.
6½	Sagara ...	1	3	1	4	...	13	Sorab Station—1 Dr. 8 P. Cs.
9	Talaguppa ...	1	4	...	...	...	12	Sagar Taluk—5 P. Cs.

SECTION IV.

BANGALORE-HARIHAR SECTION.

(A) Bangalore City to Yeshavanthapur—Force to be provided from Bangalore City Police.
(B) Yeshavanthapur to Nidavanda—Force to be provided from Bangalore District Police.
(C) Hirehalli to Honnavalli Road—Force to be provided from Tumkur District Police.
(D) Arsikere to Banavar—Force to be provided from Hassan District Police.
(E) Devanur to Shivani—Force to be provided from Kadur District Police.
(F) Hosadurga Road to Harihar—Force to be provided from Chitaldrug District Police.

Distance	Railway Station	Allocation for guarding		Out posts		Additional investigating centre for cases arising out of strike	Number of Village Police to assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P.Cs.	Lines P.Cs.	Dafedar	P.Cs.			
1	2	3	4	5	6	7	8	9
	Section A.—							
3½	Yeshavanthapur.	1	2	1	3	.....	6	Bangalore City.
	Section B.—							
5	Chikbanavar ...	1	2	...	...	.....	10	Yelahanka—3 P.Cs.
8	Gollahalli ...	1	4	...	...	.....	16	Nelamangala—5 P.Cs.
6⅜	Doddabele ...	1	3	...	...	.....	13	Thyamagondlu—4 P.Cs.
5⅜	Nidavanda ...	1	3	...	...	.....	11	Dobspet O. P.—2 P. Cs. Sivaganga O. P.—2 P. Cs.
	Section C.—							
7½	Hirehalli ...	1	3	...	...	.....	14	Tumkur Taluk—4 P. Cs.
3⅜	Kyatasandra ...	1	2	...	...	.....	7	Do 3 ,,
3¼	Tumkur ...	1	2	1	4	1 S. I. and 1 P. C.	6	Do 1 S. I., 1 Dfr., 3 P. Cs.
6	Mallasandra ...	1	3	...	...	.....	12	Do 4 P. Cs.
5½	Gubbi ...	1	2	1	4	.....	10	Do 1 Dr., 7 P.Cs.
5⅜	Nittur ...	1	2	...	...	.....	11	Gubbi Taluk - 3 P. Cs.
7	Sampige Road ...	1	3	...	...	.....	14	Do 4 P. Cs.
3⅜	Ammasandra ...	1	2	...	...	.....	7	Do 3 ,,
3⅜	Banasandra ...	1	2	1	4	.....	7	Do 1 Dr., 7 P. Cs.
6⅜	Karadi ...	1	3	...	...	.....	13	Tiptur Taluk—4 P. Cs.
6½	Tiptur ...	1	3	1	4	.....	13	Do 1 Dr., 8 P.Cs.
7½	Honnavalli Road.	1	4	...	...	.....	15	Do 5 P. Cs.
	Section D.—							
8⅜	Arsikere ...	1	5	1	4	1 S. I. and 1 P. C.	17	Saklespur—1 S. I., 1 P. C. Arsikere Taluk—1 Dr., 10 P.Cs.
10	Banavar ...	1	5	...	...	.....	20	Channarayapatna—6 P. Cs.
	Section E.—							
4	Devanur ...	1	2	...	...	.....	8	Chikmagalur—3 P.Cs.
10⅜	Kadur ...	1	5	1	4	.....	20	Kadur Taluk—1 Dr., 10 P. Cs.,
3⅜	Birur ...	1	2	1	4	.....	7	Chikmagalur Taluk—1 Dr., 2 P. Cs. Kadur Taluk—5 P. Cs.
11½	Ajjampur ...	1	5	...	...	.....	22	Chikmagalur Taluk - 6 P. Cs.
6⅜	Sivani ...	1	3	...	...	.....	13	Do 4 P. Cs.
	Section F.—							
6⅜	Hosadurga Road.	1	3	...	...	.....	12	Hosadurga Kasaba—4 P. Cs.
6¼	Ramagiri, ...	1	3	...	...	.....	12	Do 4 P. Cs.
6⅜	Holalkere ...	1	3	...	...	.....	12	Holalkere Kasba—4 P. Cs.
6	Chikjajur ...	1	3	1	4	1 S. I. and 1 P. C.	12	Mayakonda—1 S. I., 1 Dr., 6 P. Cs. Bharamayakanadurga O. P.—3 P. Cs.
6	Sasalu ...	1	3	...	...	.....	12	Mayakonda Stn.—4 P. Cs.
5	Mayakonda ...	1	3	...	...	.....	10	Do 4 P. Cs.
6	Kodaganur ...	1	3	...	...	.....	10	Davangere Kasaba—4 P. Cs.
6⅜	Tolahunse ...	1	3	...	...	.....	13	Do 4 ,,
5⅜	Davangere ...	1	4	1	4	.....	11	Do 5 P. Cs. Davangere Taluk—1 Dr., 4 P. Cs.
8⅜	Harihar ...	1	4	1	4	.....	17	Harihar Kasba—1 Dr., 9 P. Cs.

SECTION—V.

BANGALORE—HINDUPUR SECTION.
(Metre—Gauge.)

(A) Yelahanka to Makalidurga—Force to be provided from Bangalore District Police.
(B) Thondbbhavi to Dodkurugod—Force to be provided from Kolar District Police.

Distance	Railway Station	Allocation for guarding		Out posts		Additional investigating centre for cases arising out of strike	No. of village Police to Assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfrs.	P. Cs.			
	Section A—							
...	Yelahanka ...	1	2	1	4	...	6	Yelahanka—1 Dr., 2 P. Cs. Agaram—2 P. Cs. Anekal Kasaba—3 P. Cs.
5⅛	Rajankunte ...	1	3	...	...	...	11	Agaram—4 P. Cs.
7⅛	Dodballapur ...	1	4	1	4	...	15	Dodballapur—1 Dr., 8 P. Cs. Sarjapur—1 P. C.
4¼	Oddarhalli ...	1	2	...	...	...	8	Yelahanka—3 P. Cs.
5¾	Makalidurga ...	1	2	...	...	...	11	Sarjapur—3 P. Cs.
	Section B—							
6⅜	Tondebhavi ...	1	3	1	4	...	13	Goribidanur taluk—1 Dr., 8 P. Cs.
8	Goribidnur ...	1	4	1	4	I.S.I. and I.P.C.	15	Do 1 S.I., 1 Dr. 10 P.Cs
3⅜	Dodkurugod ...	1	2	...	...	...	7	Do 3 P. Cs.

SECTION—VI.

BANGALORE—BOWRINGPET SECTION.
(Narrow Gauge.)

(A) Yelahanka to Avathihalli—Force to be provided from Bangalore District Police.
(B) Nandi to Kolar—Force to be provided from Kolar District Police.
(C) Hudukula to Bowringpet—Force to be drawn from Kolar Gold Fields Police.

Distance	Railway Station	Allocation for guarding		Out-posts		Additional investigating centre for cases arising out of strike	No. of village Police to Assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfrs.	P. Cs.			
	Section A—							
5	Bettahalsur ...	1	2	...	...	...	10	Hoskote Kasba—3 P. Cs.
2⅜	Dodjala ...	1	1	...	...	...	5	Nandagudi—2 P. Cs.
7	Devanhalli ...	1	4	1	4	...	14	Devanahalli—1 Dfr., 8 P. Cs. Hoskote Kasba—1 P. Cs.
4	Avathihalli ...	1	2	...	...	...	8	Nandagudi—3 P. Cs.
	Section B—							
5⅝	Nandi ...	1	3	...	...	...	11	Chikballapur Taluk—4 P. Cs.
4¼	Chikballadur ...	1	2	1	4	...	8	Do 1 Dr. 7P. Cs.
5⅜	Giddanahalli ...	1	3	...	...	...	11	Do 4 P. Cs.
4¼	Sidlaghatta ...	1	2	...	...	...	8	Sidlaghatta Taluk—3 P. Cs.
5⅝	Hunsenahalli ...	1	3	...	...	...	11	Do 4 P. Cs.
7⅛	Chintamani ...	1	4	1	4	...	15	Chintamani Taluk—1 Dr., 9 P. Cs.
6⅜	Doddanetha ...	1	3	...	...	...	13	Do 4 P. Cs.
6¼	Srininasapur ...	1	3	...	...	...	12	Srinivasapur Taluk—4 P. Cs.
5	Dalasanur ...	1	2	...	...	...	10	Do 3 ,,
5	Jannaghatta ...	1	2	...	...	...	10	Kolar Taluk—3 P. Cs.
6⅞	Kolar ...	1	3	1	4	1 S.I. & 1 P.C.	13	Do 1 Dr., 9 P. Cs., & 1 S.I.
	Section C—							
4¼	Hudukula ...	1	2	...	...	...	9	Bowringpet Kasba—3 P. Cs.
6¼	Bowringet ...	1	3	1	4	...	12	Do 1 Dr., 8 P. Cs.

SECTIOV VII.

CHIKJAJUR—CHITALDRUG SECTION.
(Metre Gauge.)

Distance	Railway Station	Allocation for guarding		Out-post		Additional investigating centre for cases arising out of strike	No. of village police to Assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfrs.	P. Cs.			
8	Amrithapura ...	1	4	...	...	...	16	Holalkere Kasaba—5 P. Cs.
4¼	Bettadanagenahalli	1	2	...	...	...	6	Chitaldrug Hasaba—3 P. Cs.
3	Haliyur ...	1	2	...	...	...	6	Do 3 P. Cs.
5¾	Chitaldrug ...	1	3	1	4	...	11	Chitaldrug Kasaba—4 P. Cs. Do Town—1 Dr., 4 P. Cs.

APPENDIX III.

(1) Staff for patrol duty on Railway Line—on trains consisting of one engine and one truck.

(2) Armed guard for running trains.

(1) One Sub-Inspector and one Constable will be stationed at each of the undermentioned stations for the above purpose.

(i) Bangalore City.
(ii) Arsikere.
(iii) Mysore.
(iv) Shimoga.
(v) Harihar.
(vi) Kolar.

NOTE.—The District Superintendent of Police of the District concerned to furnish the staff required. This staff has not been included in the statement of force to be withdrawn from Districts.

(2) A force of one officer and two men of the Special Reserve with arms to be provided for each running train. Emergency train time table which will be issued by the Railway Department will be furnished.

APPENDIX IV.

Additional Investigation Centres in connection with the Railway Strike.

Place	Staff	Jurisdiction
1. Bangalore City ...	1 S. I. and 2 P. Cs (C. and M. Station Railway Police.)	Bangalore City Railway Station and premises.
2. Tumkur Railway Station ...	1 S. I. and 1 P. C. ...	Bangalore City Railway Station outer-signal to Harihar Railway Station outer-signal on the Arsikere side.
3. Arsikere Railway Station ...	1 S. I. and 1 P. C. ...	Tumkur Railway Station outer-signal to Arsikere Railway Station outer-signal on the Tumkur side.
4. Chikjajur Railway Station ...	1 S. I. and 1 P. C. ...	Arsikere Railway Station outer-signal on Harihar side to Harihar, Mysore Boundary.
5. Goribidnur Railway Station	1 S. I. and 1 P. C. ...	Yesvanthapur Railway Station to junction of Mysore Boundary in Bangalore-Hindupur Section.
6. Maddur Railway Station ...	1 S. I. and 1 P. C. ...	Bangalore City Railway Station outer-signal to Mysore City Railway Station outer-signal towards Bangalore side.
7. Mysore Railway Station ...	1 S. I. and 2 P. Cs ...	Mysore City Railway Station and Mysore to Chamarajnagar and Mysore to Hassan Railway Station outer-signal towards Mysore side.
8. Hassan Railway Station ...	1 S. I. and 1 P. C. ...	Hassan Railway Station to Arsikere outer-signal towards Hassan.
9. Shimoga Railway Station ...	1 S. I. and 1 P. C. ...	Birur Railway Station outer-signal towards Shimoga to Talaguppa Railway Station.
10. Kolar Railway Station ...	1 S. I. and 1 P. C. ...	Yelahanka (N. G.) Railway Station to Bowringpet Railway Station in (N. G.)

APPENDIX V.

Police arrangements at the Railway Workshop and Workmen's Staff Quarters, etc.

Sl. No.	Place	S. I. or Jamadar	Daffedar	Constable
1	Machine shop	...	...	2
2	General fitting shop	...	...	2
3	Foundry	...	...	2
4	Smithy shop	...	...	2
5	Engine shed	...	...	2
6	Painting shop	...	...	2
7	Carriage building shed	...	...	2
8	Carpentry shop	...	...	2
9	Saw Mill	...	...	2
10	Five gates	...	...	10
11	Boiler's shed	...	...	2
12	Office and stores	...	...	2
13	Staff-quarters	...	1	4
14	Supervision over the area ...	1	2	...
15	Central stores and around the workshop	...	1	8
	Total ...	1	4	44

NOTE.—(1) The above force is to be drawn from Mysore City.

(2) In addition to the above staff an additional staff of 1 Subedar Major; 2 Naiks and 24 men of P. R. P. should be kept ready for any emergency in the workshop.

APPENDIX VI.

Police arranaements for the Railway premises at Mysore.

Sl. No.	Place	Daffedar	Constables
1	Nanjangud side. Point and gate	...	2
2	Loco yard including cabin	...	2
3	Drivers' quarters	...	2
4	B. O. C. Oil tanks near Dead end Buffer and oil tanks ...	1	4
5	P. W. Inspector's Office and stores	...	2
6	Saloon shed	...	2
7	Engine shed and turning table	...	2
8	Good-shed	1	4
9	Carriage Examiner's Office and yard in front ...	...	2
10	Railway Hospital and surrounding quarters, water tank for Railway supply	...	4
11	New Traffic quarters	...	2
12	Railway Offices	1	6
13	Railway Officers' quarters at Vontikoppal ...	1	8
	Total ...	4	42

(NOTE.—The above force is to be drawn from Mysore City.)

APPENDIX VII.

BRIDGES, CULVERTS, Etc. TO BE GUARDED ON THE RAILWAY LINES.

Bangalore-Chamarajnagar Section—Metre Gauge.

Bridge No.	Description of the bridge	Mile	Telegraph post	Bridge No.	Description of the bridge	Mile	Telegraph post
435	1 span of 30′ arch bridge	212	16	690	2 span of 40′ girder bridge	282	9—10
447	1 ,, 50′ girder bridge	215	15	715	24 ,, 27′ 6″ arch bridge and 9 ,, 30′ arch bridge	287¼	...
468	1 ,, 40′ ,, ...	220	10—11	716	16 ,, 27′ 6″ arch bridge and 13 ,, 30′ arch bridge	287¾	...
472	2 ,, 30′ arch bridge	221	7	718	4 ,, 27′ 6″ arch bridge and 2 ,, 20′ arch bridge	287	17
503	2 ,, 30′ ,, ...	229	13—14	745	1 ,, 30′ girder bridge	293	15—16
514	1 ,, 30′ ,, ...	232	19	755	Arch culvert in Mysore Station yard (important bridge	296	3—4
540	7 ,, 30′ ,, ...	239	0	765	1 span of 30′ girder bridge	299	2—3
573	4 ,, 60′ girder bridge	244	12—13	772	3 ,, 40′ ,, near Kadakola ...	305	6 · 7
574	1 ,, 40′ ,, ...	246	19—20	775	1 ,, 20′ and 2 span of 10′ arch bridge ...	...	13—14
601	5 ,, 40′ ,, across Kolur river ..	251	9—10	776	3 ,, 10′ arch bridge	308	10—11
610	1 ,, 30′ ,, ...	255	12 · 13	782	54 ,, 8′ ,, across Kabbani river near Nanjangud ...	310	7—8
611	8 ,, 60′ ,, (near Maddur Stn.)	255	18—19	785	4 ,, 40′ girder bridge	312	10—11
612	1 ,, 30′ ,, ...	256	4—5	816	1 ,, 20′ ,, ...	323	5—6
616	2 ,, 40′ ,, ...	257	2—3	815	3 ,, 20′ ,, ...	333	12—13
642	3 ,, 60′ ,, ...	267	3—4				
650	10 ,, 24′ arch bridge	270	10—11				
654	4 ,, 24′ ,, ...	272	16—17				
678	3 ,, 24′ ,, ...	280	10—11				
680	3 ,, 24′ girder bridge	280	19—20				
684	4 ,, 28′ arch bridge	281	10—11				

Arsikere-Mysore Section—Metre Gauge.

4	3 spans of 20′ girder bridge (across Arsikere tank.)	1⅛	9—10	162	3 spans of 20′ girders	64	5—6
6	4 ,, 20′ ,, ...	2⅛	5—6	180	5 ,, 20′ ,, ...	71	15
41	2 ,, 20′ ,, ...	17½	7 -6	212	One reinforced concrete arched aqueduct over the Railway line	75	16—17
44	9 ,, 20′ ,, (across Dudda valley)	20⅜	13—15	219	Do do do ...	77	1—2
62	4 ,, 20′ ,, ...	29½	13—19	242	13 spans of 40′ girders (across the river Cauvery near Yedatore) ...	80	5—6
81	3 ,, 20′ ,, ...	37	14—15	264	9 ,, 40′ ,, and 8 spans of 60′ girders.	87	5
91	5 ,, 1-40′ and 4-20′ (across Halekote valley) ...	41	8—9		Across Lakshmanatirtha valley and the back waters of Krishnaraj Sagara Dam		
94	2 ,, 20, arches (Mavinkere valley) ...	...	...				
102	2 ,, 20′ girders	44	8—9				
104	2 ,, 20′ arches	45	4—5				
111	17 ,, 30′ girders (across Hemavati river near Hole-Narsipur ...	47	15—16		Sagarkatte Railway Station.		
120	3 ,, 20′ girders (across Amani Kirekere Tank)	50	1—2	278	2 spans of 20′ arches	96	1—2
135	3 ,, 20′ girders	55	6—7	286	2 ,, 20′ ,, ...	98	9—10

Birur-Sagar Section—Metre Gauge.

6	2 spans of 12′ arch	2	14	111	2 span of 20′ girder bridge	43	14—15
15	2 ,, 12′ ,, ...	5	15	116	1 ,, 20′ ,, ...	45	8—9
16	2 ,, 12′ ,, ...	6	6	124	1 ,, 20′ ,, ...	48	2—3
18	1 ,, 20′ ,, ...	7	2—3	128	2 ,, 40′ ,, ...	49	12
23	2 ,, 20′ ,, ...	9	11—12	148	2 ,, 20′ ,, ...	53	6—7
24	1 ,, 30′ ,, ...	11	1—2	167	2 ,, 20′ ,, ...	55	8—9
25	1 ,, 30′ ,, ...	11	7—8	172	1 ,, 40′ ,, ...	56	12—13
26	3 ,, 12′ ,, ...	12	2—3	177	1 ,, 40′ ,, ...	53	1—2.
38	3 ,, 12′ ,, ...	16	14	179	2 ,, 60′ ,, across Kumudvati river ...	58	11—12
39	3 ,, 30′ ,, ...	17	8—9	192	1 ,, 20′ ,, ...	63	5—6
53	3 ,, 30′ ,, ...	23	15—16	210	15 ,, 6′ dia. pipe drain across Nevatur halla	71	1—2
54B	2 ,, 12′ girder bridge	24	17—18	215	1 ,, 20′ girder bridge	73	8—9
55	1 ,, 20′ arch	25	8	223	1 ,, 20′ ,, ...	76	21
56A	1 ,, 20′ girder bridge	26	4	226	1 ,, 20′ ,, ...	77	17—18
59	11 ,, 60′ ,, across Bhadra river	27	3	229	1 ,, 20′ ,, ...	78	13—14
68	1 ,, 30′ arch	28	16—17	232	1 ,, 20′ ,, ...	79	23—24
73	3 ,, 12′ ,, ...	34	11—12	238	1 ,, 20′ ,, ...	82	14—15
86	15 ,, 60′ girder bridge across Thunga river	38	0—7	256	1 ,, 20′ ,, ...	87	9—10
94	1 ,, 20′ girder bridge	39	4—5	265	2 ,, 60′ ,, across Varada river	89	12—13
104	2 ,, 20′ ,, ...	41	12—13				

APPENDIX VII—*contd.*

Bangalore-Harihar Section—Metre Gauge:

Bridge No.	Description of the Bridge	Mile	Telegraph post
9	3 span of 20′ arch	4	1—2
15	2 ,, 20′ and 2 span of 10′ arch ...	7	21—22
17	2 ,, 20′ ,, 2 ,, 10′ arch ...	9	5—6
21	1 ,, 40′ girder bridge	11	1
23	1 ,, 40′ ,, ...	12	9
26	1 ,, 10′ and 2 span of 10′ arch ...	13	18
30	2 ,, 20′ ,, 2 ,, 10′ arch ...	15	19
31	5 ,, 10′ arch	17	4
32	5 ,, 10′ and 2 span of 10′ arch ...	18	14
33	5 ,, 20′ ,, 2 ,, 10′ arch ...	19	21
34	1 ,, 40′ ,, 2 ,, 11½′ girder bridge	21	14—15
35	3 ,, 40′ ,, 2 ,, 11½′ girder bridge	21	19—20
37	1 ,, 20′ ,, 2 ,, 10′ arch ...	23	16—17
40	2 ,, 10′ arch	25	0—1
41	2 ,, 10′ ,, ...	25	4—5
42	2 ,, 20′ ,, ...	25	15—16
43	3 ,, 20′ ,, ...	26	11—12
50	2 ,, 40′ girder bridge	28	23—24
51	3 ,, 20′ arch	30	6—7
52	5 ,, 20′ and 2 span of 10′ arch ...	31	11—12
56	2 ,, 10′ girder bridge	33	20—21
58	1 ,, 20′ and 2 span of 10′ arch ...	35	5—6
59	9 ,, 10′ arch	36	1—2
60	5 ,, 10′ ,, ...	36	10—11
63	4 ,, 10′ ,, ...	37	12
64	1 ,, 20′ and 2 ,, 10′ arch ...	38	18
65	1 ,, 50′ and 2 ,, 10′ ,, ...	39	2
66	3 ,, 20′ ,, 2 ,, 10′ ,, ...	40	5
67	2 ,, 10′ ,, 1 ,, 20′ ,, ...	41	5
68	4 ,, 10′ ,, 2 ,, 10′ ,, ...	41	21
69	5 ,, 20′ ,, 2 ,, 10′ ,, ...	42	19
70	3 ,, 10′ arch	43	8
71	2 ,, 20′ girder bridge	43	16
72	4 ,, 10′ arch	44	20
74	2 ,, 10′ ,, ...	46	1
77	5 ,, 20′ ,, ...	47	21
81	3 ,, 10′ ,, ...	50	3
85	2 ,, 40′ and 2 span of 10′ girder ...	51	13
86	3 ,, 40′ ,, 3 ,, 10′ ,, ...	53	3
87	3 ,, 10′ arch	53	10
88	1 ,, 30′ and 2 ,, 10′ arch ...	54	5
91	1 ,, 20′ ,, 2 ,, 10′ ,, ...	56	14
93	1 ,, 30′ ,, 2 ,, 10′ ,, ...	57	4
96	2 ,, 10′ arch	58	1
103	1 ,, 20′ and 2 ,, 10′ ...	60	12—13
107	5 ,, 40′ girder and 2 span of 11′ arch ...	64	9
108	4 ,, 10′ arch	65	11
110	1 ,, 60′ girder and 2 span of 10′ arch ...	67	17
111	2 ,, 20′ arch	68	15
124	1 ,, 20′ and 2 span of 10′ arch ...	74	16
125	3 ,, 10′ arch	75	19
127	1 ,, 20′ and 2 ,, 10′ arch ...	76	3
136	5 ,, 30′ ,, 2 ,, 10′ ,, ...	82	16
139	3 ,, 10′ arch	83	19
142	7 ,, 40′ ,, ...	85	13
146	2 ,, 10′ ,, ...	86	2
148	1 ,, 10′ and 2 span of 10′ arch ...	89	12
149	1 ,, 10′ ,, 2 ,, 10′ ,, ...	89	19
154	2 ,, 20′ arch	92	13
165	5 ,, 40′ and 2 ,, 10′ arch ...	92	21
164	5 ,, 20′ arch	94	22
168	3 ,, 10′ ,, ...	96	15
183	1 ,, 20′ ,, ...	103	2
185	1 ,, 30′ ,, ...	103	11—12
186	1 ,, 30′ ,, ...	103	19
189	2 ,, 20′ ,, ...	105	5
190	1 ,, 20′ and 1 span of 10′ arch ...	106	1
192	3 ,, 10′ arch	107	2
193	3 ,, 10′ ,, ...	108	5
194	1 ,, 30′ ,, ...	108	14
197	5 span of 30′ arch	109	9
198	2 ,, 30′ ,, ...	109	17
199	3 ,, 10′ ,, ...	109	19
201	3 ,, 10′ ,, ...	110	14
205	1 ,, 20′ ,, ...	112	11
207	3 ,, 10′ ,, ...	113	18
209	3 ,, 10′ ,, ...	114	17
210	3 ,, 10′ ,, ...	117	0
211	3 ,, 10′ ,, ...	117	24
212	3 ,, 10′ ,, ...	118	10
213	3 ,, 10′ ,, ...	119	12
214	3 ,, 10′ ,, ...	120	2
219	1 ,, 20′ ,, ...	123	1—2
220	1 ,, 20′ and 2 span of 10′ arch ...	123	6—7
222A	5 ,, 10′ arch	124	3—4
223	3 ,, 20′ and 2 ,, 10′ arch ...	124	11—12
224	1 ,, 20′ ,, 2 ,, 10′ ,, ...	124	15—16
225	3 ,, 10′ arch	125	4—5
226	3 ,, 20′ and 2 ,, 10′ arch ...	126	6—7
228	4 ,, 10′ arch	127	18—10
229	3 ,, 10′ ,, ...	128	11—12
230	3 ,, 20′ and 2 span of 10′ arch ...	129	9—10
232	5 ,, 10′ arch	130	11—12
233	3 ,, 10′ ,, ...	130	23—24
237	3 ,, 10′ ,, ...	133	14
238	1 ,, 20′ ,, ...	133	22—23
239	1 ,, 20′ and 2 span of 10′ arch ...	134	5—6
240	1 ,, 20′ ,, 2 ,, 10′ ,, ...	135	1
242	4 ,, 20′ ,, 2 ,, 10′ ,, ...	135	24—25
243	1 ,, 20′ ,, 2 ,, 10′ ,, ...	136	1
244	9 ,, 20′ ,, 2 ,, 10′ ,, ...	139	6—7
247	1 ,, 20′ ,, 2 ,, 10′ ,, ...	140	12—13
248	3 ,, 20′ ,, 2 ,, 10′ ,, ...	141	4—5
249	4 ,, 10′ arch	141	19—20
252	3 ,, 10′ ,, ...	142	20—21
249	4 ,, 10′ ,, ...	141	19—20
252	3 ,, 10′ ,, ...	142	20—21
253	3 ,, 10′ ,, ...	143	3—4
255	3 ,, 10′ ,, ...	143	24—25
256	3 ,, 20′ ,, ...	144	14—15
260	3 ,, 10′ ,, ...	147	4
261	2 ,, 20′ and 2 span of 10′ arch ...	148	3
263	3 ,, 10′ arch	149	1
268	11 ,, 20′ and 2 ,, 10′ arch ...	152	6
273	3 ,, 10′ arch	153	23
276	10 ,, 10′ ,, ...	155	16
284	3 ,, 12′ ,, ...	158	15—16
286	3 ,, 12′ ,, ...	159	3—4
288	3 ,, 30′ ,, ...	159	16—17
299	4 ,, 20′ girder	165	10—11
322	2 ,, 30′ arch	172	11—12
334A	2 ,, 20′ girder bridge	176	2
336	1 ,, 20′ arch	177	14—15
340	1 ,, 20′ ,, ...	179	7—8
344	1 ,, 20′ girder bridge	180	7—8
350	1 ,, 20′ ,, ...	182	19—20
352A	2 ,, 40′ ,, ...	183	19—20
253	1 ,, 20′ arch	184	1—2
362	1 ,, 26′ girder bridge	186	7—8
369	1 ,, 30′ arch	189	19—20
375	1 ,, 20′ girder bridge	193	9—10
384	1 ,, 20′ ,, ...	196	15—16
393	4 ,, 30′ arch	199	5
394	2 ,, 20′ ,, ...	199	20
401	1 ,, 20′ ,, ...	201	21—22
404	1 ,, 30′ ,, ...	202	16—17
405	1 ,, 30′ ,, ...	203	8
422	4 ,, 30′ ,, ...	209	22
423	2 ,, 39′ ,, ...	210	5—6

Bangalore-Hindupur Section—Metre Gauge.

307	2 span of 12′ arch	120	24-12 1/0
308	4 ,, 6′ ,, ...	121	13—14
309	6 ,, 6′ ,, ...	121	22—23
313	4 ,, 6′ ,, ...	123	6—7
319	5 ,, 40′ girder bridge	124	17—18
328	9 ,, 62′ ,, ...	125	22-126/1
401	2 ,, 10′ arch	139	8—9
419	1 ,, 30′ ,, ...	141	1
420	8 ,, 4′ slab top	141	1—2
432	1 ,, 30′ arch	142	14—15
434	5 ,, 30′ ,, ...	142	19—20
441	7 ,, 30′ ,, ...	143	18—19
457	8 ,, 4′ slab top	146	13—14
460	7 span of 12′ arch	147	14—15
464	3 ,, 32′ girder bridge	149	12—13
476	1 ,, 20′ ,, ...	151	2—3
480	4 ,, 12′ arch	152	11—12
488	9 ,, 12′ ,, ...	155	7—8
490	4 ,, 12′ ,, ...	155	15—16
514	4 ,, 12′ ,, ...	163	4—5
517	4 ,, 12′ ,, ...	164	22—23
521	2 ,, 12′ ,, ...	166	11—12
526	6 ,, 12′ ,, ...	167	22—23
530	5 ,, 6′ ,, ...	169	7—8
532	5 ,, 6′ ,, ...	169	11—12

APPENDIX VII—*concld.*

Bowringpet to Yelahanka 2′-6″ Gauge line.

Bridge No.	Description of the bridge	Mile	Telegraph post	Bridge No.	Description of the bridge	Mile	Telegraph post
38	5 spans of 20′ girder bridge	13	5—6	185	4 spans of 20′ girder bridge Chikballapur stn. Mile 63½ ...	63	16
56	3 ,, 20′ ,, ...	17	17	193	2 ,, 20′ ,, ...	66	0—10
57	4 ,, 40′ ,, across Pallar river	18	4—5	198	2 ,, 20′ ,, ...	68	1—2
65	4 ,, 40′ ,, ...	21	16	208	3 ,, 20′ ,, ...	71	12—13
71	3 ,, 20′ ,, ...	24	18	211	2 ,, 20′ ,, ...	72	2—3
82	4 ,, 20′ ,, ...	31	11—12	299	3 ,, 20′ ,, ...	77	9—10
88	3 ,, 40′ ,, ...	34	16	233	3 ,, 20′ ,, ...	78	9—10
105	2 ,, 20′ ,, Chintamani stn. ...	38	7—8	236	3 ,, 20′ ,, ...	79	12—13
143	4 ,, 20′ ,, ...	51	4	2 3	2 ,, 20′ ,, ...	84	9—10
158	3 ,, 20′ ,, ...	55	1	257	3 ,, 30′ ,, ...	90	1—2
181	2 ,, 20′ ,, ...	62	12	260	2 ,, 20′ ,, ...	91	15

Chikjajur-Chitaldrug Railway—Metre Gauge.

2	2 span of 12′ and 1 span of 20′ girder bridge...	0	0—11	18	12 span of 12′ arch bridge Bhimasamudra valley	8	13—14
3	2 ,, 20′ 1 ,, 20′ ,, ...	1	4—5	28	Close to Haliyur Station across Jinnigehalla ...	14	15—16
4	2 ,, 20′ 1 ,, 20′ ,, ...	3	9—10	33	3 span of 20′ girder bridge	16	12—13
10	1 ,, 30′ arch bridge head away 21′ ...	5	12—13				

SECRET.

Railway Strike Protection Scheme 1940.

(This supersedes all the previous rules and instructions on the subject.)

CONTENTS.

		PAGE.
1.	General Instructions	1
2.	Rules and Standing Orders	6
3.	APPENDIX I—Abstract of Force to be drawn from Districts	10
4.	APPENDIX II—Details of Force to be drawn from Districts	11
5.	APPENDIX III—Force for patrol duty	15
6.	APPENDIX IV—Additional investigating centres	15
7.	APPENDIX V—Duties at Mysore Railway Workshop	16
8.	APPENDIX VI—Duties at Mysore Railway Station Platform	16
9.	APPENDIX VII—List of Bridges and Culverts	17
10.	APPENDIX VIII—Emergency Train Time Table	20

Railway Strike Protection Scheme.

I. OBJECTS.

The objects of the Railway Strike Protection scheme are:—

1. To ensure—
   (*a*) the safety of the permanent way and of the Railway telegraph lines,
   (*b*) the safe running of trains,
   (*c*) the protection of Loyal Railway Employees.
2. To assist the Railway Police—
   (*a*) in preventing the commission of offences,
   (*b*) in the registration, investigation, detection and prevention of offences under the Railway Act and other provisions of Law during the period of the strike and especially, offences arising out of the strike.

II. GENERAL INSTRUCTIONS.

1. It is most important that every case whether under the Mysore Railway Act or under general sections dealing with Law and Order, should be registered immediately.

2. The local Police posts to be established on the Railway Line as hereinafter detailed in Appendix II, will have the status of un-official outposts of the Railway Police Stations having jurisdiction.

It will be the duty of these posts to report all offences to the Investigating Centre concerned. As in the case of an Outpost the officer in charge of the post should take such immediate action with respect to any offence within his post area as circumstances may dictate, to prevent the commission of offences, arrest offenders and otherwise assist the subsequent investigation of the case by the Railway Police Sub-Inspector.

3. Local Police officers should be thoroughly congnizant of the provisions of the Railway Act.

4. It is most important that every Policeman and the Village Police should be taught how to give a danger signal and stop a train, if necessary. Officers in charge of posts should make this one of their duties.

The danger signal should be passed on from man to man on both sides of the danger point.

The method of signalling is as follows:—

By Day.

(*a*) If any red cloth is available it should be used as a flag and waved about.
(*b*) If no such cloth is available, both arms should be held up above the head.

By Night.

(*a*) If a red light is available, it should be displayed.
(*b*) If no red light is available, a torch or other light should be waved about violently.

Note.—1. Arrangements should be made to provide a sufficient number of torches to the village Police on duty.
2. Constables on duty at nights should be provided with lanterns.

5. Trolleys should be used for Police patrols whenever available.

6. Trains consisting of an engine and a truck may be arranged for patrol purposes in special cases. These trains should not be allowed to go out on patrol without an officer of at least the rank of a Sub-Inspector in charge, except,

(*a*) under very emergent circumstances with a written order from him, or,

(*b*) under the orders of a competent Railway Officer.

For this purpose one Sub-Inspector and one constable will be posted at the several centres mentioned in Appendix III.

III. INSTRUCTIONS FOR DIFFERENT STAGES.

The events leading up to a strike may be divided into three stages :—

(1) The preparatory stage—*i.e.*, when conditions indicate that a Railway Strike is possible.

(2) The precautionary stage—*i.e.*, when a Railway Strike appears inevitable.

(3) The active stage—*i.e.*, when a Railway Strike actually occurs or is about to occur and it becomes necessary to take over the responsibility for the safeguarding of the Railway Line, etc., and to put the protection scheme into full force.

(I) Action to be taken in the first stage.—

As soon as a District Superintendent of Police receives information that a Railway Strike affecting his district is likely to occur, he should,—

(1) call for reports from all Inspectors as to the position, nature and quantity of any material stored by the Railway near the Line and of Oil Depots, likely to be affected by a strike ;

(2) ascertain from the Railway Authorities what action, if any, they propose to take to move or concentrate such material ;

(3) call for weekly reports from the Police Inspectors as to what special measures, if any, will be necessary to protect the employees and prevent intimidation ;

(4) a special staff consisting of one Sub-Inspector, one Duffedar and six constables will be detailed from the C.I.D. for Special Intelligence Work to find out :

(*a*) how many Railway employees from outside Mysore State Railway will continue to work in the event of a strike,

(*b*) the feeling of the Railway employees living within and outside Railway Station limits and all Railway Stations on the line.

(5) Arrange with the Revenue officers to have the Village Police ready for guarding the Railway Line.

(II) Action to be taken at the second stage.—

(1) The District Superintendents of Police should have a list of the actual available men in each station and outpost showing how many are on leave and when due back and how many are sick and when likely to become available.

(2) No leave other than casual leave must be granted from the time this stage is reached and even this leave must be cut down as much as possible.

(3) The Officers and men selected for Intelligence duty should report information obtained daily and immediately.

(4) Arrangements should be made for extra guards for dumps of railway material and other explosive or combustible subtances on or about the line and also at any other dangerous points.

(5) Arrangements should be made with the Revenue Authorities to have the Village Police supplied with torches, oil and matches, for use as danger signals.

(6) The number of trollies and the places at which they can be made available should be ascertained from the Railway Authorities and concerned officers intimated.

(7) Intimation should be given to the Police officers to be drafted for duty to be in readiness to march to their posts as detailed in the Appendix II, on receipt of orders.

(III) Action to be taken in the third stage, *i.e.*, Active Stage.—

(1) When this stage is reached, orders to put the Railway Protection Scheme into full force will be communicated to all Police Officers concerned by telegram or express by the code message 'STRIKE ACTION' specifying if necessary the particular areas where strike action is necessary.

(2) The officers concerned will open out the several investigating centres and out posts, re-inforcements thereto being sent from the respective places noted (Appendices II and IV).

(3) The officers in-charge of these posts should send reports of the establishment of the posts to their respective officers, *viz.*, the Police Inspector within whose limits the outpost is located and the Section Sub-Inspector in charge of the particular section of the Railway. Sections are shown in Appendix II.

(4) During the continuance of the strike, one Assistant Superintendent of Police will be in charge of the Railway lines from Chamarajnagar to Bangalore and Mysore to Arsikere and another in charge of the remaining lines.

(5) Any modification or extra arrangements that may be found necessary should be brought to the notice of the District Superintendent of Police of the District concerned and the District Superintendent of Police, Railways and C.I.D.

(6) Temporary Railway Police outposts at intervals of about 10 miles will be opened along the railway lines; each outpost will be in charge of a Duffedar with five constables. The duties of a post will be to patrol the line on either side of the post up to half the distance from the adjoining post to ensure the objects set out in para 1. The Taluk Inspector within whose jurisdiction the outpost is located will be responsible for the proper working of the post.

(7) Patrols should generally consist of at least two constables each way for each shift and one constable should always be left at the Post headquarters.

(8) The officers in charge of the posts will submit two reports—one in the morning and the other in the night and any other important reports as frequently to:—

(1) the local Inspectors, and

(2) to the Railway Section Sub-Inspector,

giving information as to work done, the state of the line and feelings of railway employees within the areas of their posts and any necessary modifications of or additions to the arrangements already made. They should send telegraphic reports, if possible of occurrences whenever necessary and where this is not possible reports should be sent 'EXPRESS'

(9) The Railway Police Officers and local Police Officers should arrange to exchange information daily regarding all matters connected with the strike movement.

(10) Each running train should be provided with an escort of four armed men and an officer from the Special Reserve Force and each of them should be provided with 10 rounds of ball cartridges.

(11) A staff equal to 10 per cent of the constables drafted from each District will be made available for emergent duties which may arise.

(12) The officers and men detailed for the Railway Strike protection should as far as possible be provided with lathies.

(III) Special instructions to the Police regarding the employment of the Village Police.—

1. Do not fail to instruct them as to how to give the danger signal and how to pass on any signal received.

2. Do not forget that they cannot work every hour of the day and night for days on end. Proper reliefs must be arranged. This will depend a great deal on how far they have to go for food. They should be relieved by Police patrols as far as possible and not be allowed to come and go as they like.

3. The Village Police should be allotted at the rate of 2 men per mile and may be deputed to guard specific points as well as to patrol the railway line. In the latter case they must be allotted a beat by the post officer who must see that they understand what they are to do.

E.g., A Village Police officer should not stand still at a level crossing when there is no train expected, but should move up and down and keep in touch with those on either side of him. Similarly with smaller bridges and culverts. One village policeman can in open country easily look after half a mile of line and all culverts, bridges, etc., in it.

4. Inspectors in charge of the Railway Line Circle must keep in touch with Amildars and Revenue Inspectors and see that feeding arrangements for Village Police are properly made, and that they have torches, oil and matches at night to signal with, if required. Torches are not to be lit except for danger signals.

5. Inspectors and officers in charge of posts must practise the personnel in their areas in passing messages, both written and oral, quickly and accurately down the line. All messages must be carried at the double.

6. During the precautionary stage, Inspectors must explain carefully to Patels and see that they thoroughly understand instructions about sending Village Police to report to their post Headquarters when ordered to do so.

7. In some cases village boundaries do not coincide with post boundaries. When this occurs Patels will be instructed to despatch Village Police to the Post Headquarters and the Duffedars in charge of posts will adjust the distribution of Village Police between themselves as soon as practicable.

8. Patels should assist the regular police in the supervision and efficient patrol of the Railway line in their respective limits and work under the orders of outpost officers.

IV. MISCELLANEOUS.

The duties of the staff deputed for the Railway Strike Protection are:—

1. Patrol the Railway line and premises.
2. Guard important places specified.
3. Report particulars promptly.

4. The Inspector and Sub-Inspector of the respective local police jurisdiction should supervise the work of the staff on the portion of the Railway Line in their respective jurisdictions. They should further arrange with the assistance of the local police station to give necessary protection to loyal Railway employees living in their jurisdiction but outside the Railway Station premises. The village police will assist the regular police in guarding important places on the line.

5. Officers and Constables of the Special Reserve Force who will be deputed for escort of running trains will be under the control of the Railway Police Sub-Inspector having jurisdiction over the line.

6. Officers deputed for this duty should be made to understand that it is their duty to assist the Railway Police to the fullest possible extent in the protection of Railway property and in the prevention and investigation of crimes. It must be explained to them that they are, whilst employed on the Bangalore-Harihar and Bangalore-Hindupur lines, in connection with the Strike, full members of the Civil and Military Station Police, and they are therefore to work under the

orders of the senior Police Officer on the spot, whether he be an Officer of the Mysore State Police or of the Civil and Military Station Police. It must also be explained to them that the Law in force within the Railway lands is the law of the Civil and Military Station, and that though this does not differ to any great extent from Mysore State Law, they should get advice and assistance from the nearest Civil and Military Station Police Officer if in any doubt. They will be fully protected against the consequences of any act done in good faith in the execution of their duty. All information regarding any incident connected with the Strike should be promptly communicated both to the nearest permanent Railway Police Station and to the Investigating centre having jurisdiction by the quickest possible method by using the Railway telegraph or telephone system wherever available. A list of Investigating centres and their jurisdiction is furnished (Appendix IV).

7. Mysore State Police will be deputed for guarding the lines worked by the Civil and Military Station Police at the rate of approximately one Constable for two miles and the assistance of Village Police at two per mile.

8. Arrangements should be made for giving effect to these orders at once, if occasion arises.

9. Relevant rules and orders on the subject are reprinted for information and guidance of all officers who should go through them carefully and instruct their subordinates in the matter.

10. Emergency train timings issued by the Railway Department in the event of a Strike is furnished in appendix VIII.

11. The beat duties on all running trains will be performed by the Mysore State Railway Police in the lines worked by the Mysore Railway Police and by the Civil and Military Station Railway Police on the lines worked by them. The beat duties should ordinarily consist of one Police Constable in uniform and one on mufti for each running train. This is in addition to the armed escort.

12. Striking force to meet emergencies will be stationed at Bangalore City and Arsikere Railway Stations and the force for this purpose will be provided by the Civil and Military Station Railway Police.

13. Striking force to meet emergencies on the lines worked by the Mysore Railway Police will be stationed at the undermentioned places and the staff of one officer and eight men will be made available from the Special Reserve Detachments from the Districts concerned.—

(1) Mysore City Railway Station.
(2) Hassan Railway Station.
(3) Shimoga Railway Station.
(4) Chitaldrug Railway Station.
(5) Kolar Railway Station.
(6) Bowringpet Railway Station.
(7) Mandya Railway Station.

A. V. RAMANATHAN,
Inspector-General of Police.

Railway Strike Protection Scheme.

IN THE EVENT OF A RAILWAY STRIKE, THE FOLLOWING RULES AND ENACTMENTS ARE NOTED FOR THE INFORMATION AND GUIDANCE OF ALL OFFICERS CONCERNED:—

I. MYSORE POLICE MANUAL—Vol. I.

Rule 573. (1) There should be the closest co-operation between the District and Railway Police.

(2) The Railway Police should be in a position to afford the greatest assistance to the District Police in arresting offenders who are trying to escape, and in noting the movements of criminals.

(3) In matters of placing obstructions on the line, tearing up rails, throwing stones at trains and such like, the help of the District Police should be promptly sought.

(4) In the event of a crime being committed in the limits of the District Police, but in the close neighbourhood of the Railway, the Railway Police shall take any legal action pending the arrival of the District Police.

(5) The Inspector-General of Police may require the District Police to take over the entire responsibility for the investigation of grave crime, such as murder or dacoity, the circumstances of which are of a local nature quite unconnected with the Railway even though committed within the jurisdiction of the Railway Police; and also strike offences whenever these become too numerous to be dealt with effectively by the ordinary Railway Police Investigation Staff. On his requisition, the District Police shall at once take over the investigation and where necessary additional temporary investigation staff shall be drawn from the District Police and employed for the purpose. Such cases shall be supervised by the Gazetted Officers of the District Police but shall be registered and the investigation recorded at the Railway Police Station having jurisdiction.

Rule 574. The rules framed by the Government of India in the matter of notices of, and enquiries into, railway accidents are applicable, *mutatis mutandis*, to the Railway and Police administrations within the State.

Rule 575. The Railway authorities will communicate information of accidents both to the Railway Police and the District Police. The nearest Police Officer should take any action that may be immediately necessary.

Rule 576. On the occurrence of a serious accident, the Station-House Officer of the Railway Police shall mobilize the men of his section and have them taken to the spot. If the men of one section are insufficient, the Inspector shall mobilize other sections. The Railway Police shall guard property and help injured persons.

Rule 577. All cases of accident, injury and death occurring on the Railway shall be mentioned in the Station-House Diary and by the Inspector in his General Diary.

Rule 578. (1) The Railway Police are primarily responsible for the maintenance of order during a Strike, but should have the co-operation of the District Police for that purpose. To this end a strike scheme shall be prepared in each district, to provide for the reinforcement of the Railway Police, the prevention of crime, the protection of Railway servants against interference in the discharge of their duties, the safeguarding of the permanent way and the investigation of such offences as may arise. Such a scheme shall provide for—

(i) The establishment along the open line of Police posts to ensure patrolling for the intelligence purposes by Police and Village Talaries.

(ii) The protection of Railway property and the provision of guards at important and strategic centres.

(iii) The posting at strategic centres of mobile forces with light engines.

(iv) The protection of Railway servants; and

(v) The reinforcement of the local Police Investigating staff so that they may deal with all cases arising out of the Strike except those cases considered by the Inspector-General of Police, sufficiently grave to be taken up by the Criminal Investigation Department.

When armed force is required in excess of the above arrangements, the senior officer in local charge of the anti-strike operations shall send timely reports to the Inspector-General of Police direct.

(2) (i) When a Strike is threatened, the District Magistrate, the local District Superintendent of Police and the Inspector-General of Police should be kept informed, and the District Superintendent of Police concerned should take preparatory action by reinforcing District Police Stations along the Railway line to permit of the strike scheme being put into force as soon as the strike is declared or appears inevitable.

(ii) Railway Police should at the same time be mobilized.

(3) Each man will be sent out with full kit and must be prepared to stay wherever ordered.

(4) The Railway Authorities should be asked to provide pilot engines, patrol trains (wherever necessary) and patrol trolleys.

(5) It is not the duty of the Police—

(*a*) to interfere with strikers unless a complaint is made that they are committing or about to commit a cognizable offence;

(*b*) to deliver orders from Railway Officers to any of the Railway staff whether on strike or not.

(6) Any complaint made to a Railway Police Officer must at once be communicated to the nearest Station-House Officer. Station-House Officers must not be led into taking hasty or illegal action on unconfirmed reports of the possibility of the occurrence of an offence. They should require a formal complaint disclosing a cognizable offence before taking action.

(7) The matter of "picketing" demands careful attention. "Picketing" implies an organised endeavour by men on strike or agitators, to induce workers to "down tools" by means of parties of men posted at important working centres, such as workshop gates.

"Picketing" does not constitute an offence if the persuation used is of an orderly and peaceful nature and is without violence, threat or intimidation. If, however, any person "wilfully impedes or restricts any Railway servant in the discharge of his duty," he commits an offence under Section 103 of the Railway Act which is cognizable by the Police.

(8) The Police have no power to order a peaceful picketer or any other person to leave Railway premises unless he has committed an offence under Section 103 or under some other cognizable section of the Railway Act. Any person refusing to leave Railway premises after being ordered to do so by a competent Railway Officer commits an offence under Section 103 of the Railway Act.

(9) The Police have at all times the power to interfere to prevent the commission of any serious offence or a breach of the peace. If any such occurrence is apprehended at any Railway Police Station which is not adequately manned, immediate information should be sent to the nearest local police station and assistance requested.

Rule 579. When any disturbance arises out of a strike on a Railway, the Station Master, or in his absence any Railway employee, shall immediately send information to the Station House Officer of the District Police Station of the area concerned.

II. MYSORE RAILWAY ACT.

Section 103. If a person wilfully obstructs or impedes any Railway servant in the discharge of his duty, he shall be punished with fine which may extend to 100 rupees.

Section 104. (1) If a person unlawfully enters upon a Railway, he shall be punished with fine which may extend to 20 rupees.

(2) If a person so entering refuses to leave the Railway on being requested to do so by any Railway servant or by any other person on behalf of the Railway administration, he shall be punished with fine which may extend to 50 rupees, and may be removed from the Railway by such servant or other person.

III. THE MYSORE PUBLIC SECURITY ACT.

CHAPTER V.—PROVISION AGAINST CERTAIN FORMS OF INTIMIDATION.

Section 24 (1) Whoever—

(*a*) with intent to cause any person to abstain from doing or to do any act which such person has a right to do or to abstain from doing, obstructs or uses violence to or intimidates such person or any member of his family or person in his employ, or loiters at or near a place where such person or member or employed person resides or works or carries on business or happens to be, or persistently follows him from place to place or interferes with any property owned or used by him or hinders him in the use thereof, or

(*b*) loiters or does any similar act at or near the place where a person carries on business, in such a way and with intent that any person may thereby be deterred from entering or approaching or dealing at such place, shall be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

Explanation.—Encouragement of indigenous industries or advocacy of temperance without the commission of any of the acts prohibited by this section is not an offence under this section.

(2) No Court shall take cognizance of an offence punishable under this section except upon a report in writing of facts which constitute such offence made by a police officer not below the rank of Sub-Inspector.

25. Notwithstanding anything contained in the Code, an offence punishable under Section 24 shall be cognizable by the Police and shall be non-bailable.

26. (1) The Government may, by notification in the official Gazette, declare that any offence punishable under Sections 186, 190, 228, 298, 505, 506 or 507 of the Indian Penal Code, as in force in Mysore, when committed in any area specified in the notification shall, notwithstanding anything contained in the Code, be cognizable, and thereupon the Code shall, while such notification remains in force, be deemed to be amended accordingly.

Note.—A Notification has been issued in this behalf.

(2) The Government may, in like manner and subject to the like conditions, and with the like effect declare that an offence punishable under Section 188 or Section 506 of the Indian Penal Code as in force in Mysore shall be non-bailable.

IV. PROTECTION OF RAILWAYS.

NOTIFICATION.

New Delhi, the 2nd January 1940.

No. I-W.—In exercise of the powers conferred by the Indian (Foreign Jurisdiction) Order in Council, 1937, and of all other powers enabling him in that behalf, the Crown Representative is pleased to make the following Law :—

1. This Law may be called the Railway Lands (Employment of India State Forces) Law, 1939.

2. Whenever a military force of an Indian State is, with the authority of the Political Agent accredited to that State, engaged in the maintenance of public order in, or in the protection of, any railway lands over which the Crown Representative has jurisdiction, whether in that or in any other such State,—

(*a*) every member of such force may take such steps and use such force, as may be necessary for the prevention of any act done, or likely to be done, with intent to impair the efficiency or impede the work of, or to cause damage to, any railway, machinery, apparatus or other thing used on the railway or in the railway lands or any building or other property in the railway lands;

(*b*) when a Magistrate determines to disperse any unlawful assembly by military force, he may require any commissioned or non-commissioned officer of such force to disperse the assembly by military force and to arrest and confine such persons forming part of it as the Magistrate may direct or as it may be necessary to arrest and confine in order to disperse the assembly or to have them punished according to law, and every such officer shall obey such requisition in such manner as he thinks fit, but in so doing he shall use as little force, and do as little injury to person and property, as may be consistent with dispersing the assembly and arresting and detaining such persons; and

(*c*) when the public security is manifestly endangered by any unlawful assembly and when no Magistrate can be communicated with, any commissioned officer of such force may disperse the assembly by military force and may arrest and confine any person forming part of it in order to disperse such assembly or that they may be punished according to law; but if while he is so acting it becomes practicable for him to communicate with a Magistrate he shall do so and shall thenceforward obey the instructions of the Magistrate as to whether he shall or shall not continue such action.

3. Whenever a police force of an Indian State is, with the authority of the Political Agent accredited to that State, engaged in the maintenance of public order in, or in the protection of, any railway lands over which the Crown Representative has jurisdiction, whether in that or in any other such State—

(*a*) every member of such police force shall be deemed to be—

(i) a public servant for the purposes of the Indian Penal Code or of any other law as applied to or in force in those railway lands, and

(ii) a police officer for the purposes of Chapters V, IX and XIII (excepting Section 153) of the Code of Criminal Procedure, 1898, Section 31 of the Police Act, 1861, and Section 131 of the Indian Railways Act, 1890, as applied to or in force in those railway lands; and

(*b*) every member of such police force, not below the rank which corresponds to that of a Sub-Inspecter of Police in British India, shall be deemed to be an officer in charge of a Police Station for the purposes of Sections 55, 56, 62, 127 and 128 of the Code of Criminal Procedure, 1898, as applied to or in force in those railway lands.

4. No suit, prosecution or other legal proceeding shall lie against any member of any military or police force of an Indian State for anything done in good faith in pursuance of, or in the exercise of powers conferred by this Law.

APPENDIX I.

RAILWAY STRIKE PROTECTION SCHEME.

Abstract of staff required for guarding Railway Station and lines.

Sl. No.	District	Section	Sub-Inspector	Daffedar	Police Constables	Village Police
1	Civil and Military Station	Section I A	1	2 H. C	21	...
		Total ...	1	2	21	...
2	Bangalore City	Section I (B)	...	...	3	...
		Section IV (A)	...	1	8	6
		Reserve 10 per cent of Police Constables ...	...	...	1	...
		Total ...	...	1	12	6
3	Bangalore District	Section I (C)	...	3	39	77
		Section IV (B)	...	...	16	50
		Section V (A)	...	2	28	51
		Section VI (A)	...	1	18	37
		Reserve 10 per cent of Police Constables ...	...	...	10	...
		Total ...	..	6	111	215
4	Mandya District	Section I (D)	1	2	35	75
		Section II (B)	...	...	8	21
		Reserve 10 per cent of Police Constables ...	...	...	4	...
		Total ...	1	2	47	96
5	Mysore District	Section I (E)	1	3	61	92
		Appendices V and VI	1	8	86	...
		Section II (A)	...	2	32	61
		Reserve 10 per cent of Police Constables ...	...	..	17	...
		Total ...	2	13	196	153
6	Hassan District	Section II (C)	1	2	47	107
		Section IV (D)	1	1	18	17
		Reserve 10 per cent of Police Constables ..	...	...	6	...
		Total ...	2	3	71	124
7	Kadur District	Section III (A)	...	1	22	44
		Section III (B)	...	1	14	30
		Section IV (E)	...	2	32	70
		Reserve 10 per cent of Police Constables ...	...	...	6	...
		Total ...	...	4	74	144
8	Shimoga District	Section III (C)	1	4	77	110
		Reserve 10 per cent of Police Constables ...	...	...	7	...
		Total ...	1	4	84	110
9	Tumkur District	Section IV (C)	1	4	64	129
		Reserve 10 per cent of Police Constables ...	...	...	6	...
		Total ...	1	4	70	129
10	Chitaldrug District	Section IV (F)	1	3	57	121
		Section VII	...	1	20	39
		Reserve 10 per cent of Police Constables ...	...	...	7	...
		Total ...	1	4	84	160
11	Kolar District	Section V (B)	1	2	23	35
		Section VI (B)	1	3	57	122
		Reserve 10 per cent of Police Constables ...	...	...	7	...
		Total ...	2	5	87	157
12	Kolar Gold Fields	Section VI (C)	...	1	12	21
		Reserve 10 per cent of Police Constables ...	...	...	1	...
		Total ...	...	1	13	21
13	C. I. D.	For Special Intelligence work ...	1	1	6	...
		Total ...	1	1	6	...

APPENDIX II.

SECTION—I.

BANGALORE—CHAMARAJNAGAR SECTION.
(Meter Gauge.)

(A) Bangalore City Railway Station:—Force to be provided from the Civil and Military Station Railway Police.
(B) Bangalore City to Nayandahalli—Force to be drawn from Bangalore City Police.
(C) Nayandahalli to Settihalli—Force to be drawn from Bangalore District Police.
(D) Settihalli to Paschimavahini—Force to be drawn from Mandya District Police.
(E) Paschimavahini to Chamarajanagar—Force to be drawn from Mysore District Police.

Distance	Railway Station	Allocation for guarding		Out-posts		Additional investigating centre for cases arising out of strike	No. of village Police to assist regular Police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfr.	P. Cs.			
	Section A.—							
...	Bangalore City ...	6	8	2	8	1 S. I. and 2 P. Cs.	...	Civil and Military Station Railway Police.
	Section B.—							
3½	Nayandahalli ...	1	2	...	...	.....	...	Bangalore City.
	Section C.—							
4½	Kengeri ...	1	4	1	5	.....	16	Bangalore Kasba—1 Dr.—10 P. Cs.
6½	Hejjala ...	1	3	...	...	.....	12	Kankanhalli Kasba—4 P. Cs.
4	Bidadi ...	1	2	...	...	.....	8	Kodihalli Station—3 P. Cs.
9½	Closepet ...	1	4	1	5	.....	18	Closepet Range—1 Dr. 5 P. Cs. Kodihalli—1 P. C. and Harohalli 4 P. Cs.
7	Channapatna ...	1	3	...	...	.....	14	Magadi Kasba—2 P. Cs. Kudur—2 P. Cs.
4½	Settihalli ...	1	2	1	5	.....	9	Channapatna—1 Dr. 5 P. Cs. Kudur Range—1 P. C. T. G. Halli—2 P. Cs.
	Section D.—							
7	Maddur ...	1	3	...	...	1 S. I. and 1 P. C.	14	Koppa O. P.—2 P. Cs. Malvalli—1 S. I. and 3 P. Cs.
5½	Hanakare ...	1	3	...	...	.....	11	Belakavadi—4 P. Cs.
6½	Mandya ...	1	3	1	5	.....	13	Bellur—1 Dr. 5 P. Cs. Nagamangala—4 P. Cs.
5	Yeliyur ...	1	2	...	...	.....	10	Melkote—2 P. Cs. French-Rocks—1 P. C.
5½	Byadarahalli ...	1	2	...	...	.....	11	French-Rocks—3 P. Cs.
5½	French-Rocks ...	1	3	1	5	.....	11	Nagamangala—1 Dr. 3 P. Cs. Chinkurli O. P.—2 P. Cs. French-Rocks—4 P. Cs.
2½	Seringapatam ...	1	1	...	...	.....	5	Seringapatam—2 P. Cs.
	Section E.—							
½	Paschimavahini ...	1	1	...	...	.....	1	Mysore Taluk—2 P. Cs.
3	Nagenahalli ...	1	1	...	...	.....	2	Mysore Taluk—2 P. Cs.
8½	Mysore ...	10	4	...	...	1 S. I. and 2 P. Cs.	16	Mysore City—1 S. I. 16 P. Cs *Note.*—1 S. I., 8 Drs. and 86 P. Cs. for guarding Work-Shop and other places to be provided in addition as per Appendices V and VI.
1½	Chamarajpuram.	1	1	...	...	.....	3	Mysore City—2 P. Cs.
1½	Mysore South ...	1	1	1	5	.....	3	Mysore City—3 P. Cs. Mysore South—1 Dr. 4 P. Cs.
6½	Kadakola ...	1	3	...	...	.....	13	Mysore Taluk—4 P. Cs
5½	Nanjangud ...	1	3	1	5	.....	11	Nanjangud Taluk—5 P. Cs. T.-Narsipur Taluk—1 Dr. 4 P. Cs
5½	Narasambudi ...	1	3	...	...	.....	11	Nanjangud Taluk—4 P. Cs.
4	Kowlande ...	1	2	...	...	.....	8	Do 3 P. Cs.
5½	Badanguppe ...	1	2	...	...	.....	10	Chamarajnagar Taluk—3 P. Cs.
7	Chamarajnagar ...	1	3	1	5	.....	14	Chamarajnagar—5 P. Cs. Gundlupet—1 Dr. 4 P. Cs.

SECTION II.

(A) Belagola to Hosagrahar—Force to be provided from the Mysore District Police.
(B) Hosagrahar to Mandagere—Force to be provided from Mandya District Police.
(C) Mandagere to Arsikere—Force to be provided from the Hassan District Police.

MYSORE-ARSIKERE SECTION.
(Metre Gauge.)

Distance	Railway Station	Allocation for guarding		Out posts		Additional investigating centre for cases arising out of strike	No. of village Police to assist regular Police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfr.	P. Cs.			
	Section A.—							
6½	Belagola ...	1	3	...	...	...	13	T. Narsipur—4 P. Cs.
2	Krishnaraja-sagara.	1	1	...	...	...	4	do 2 P. Cs.
6½	Sagarakatte ...	1	3	1	5	...	13	K. R. Nagar Taluk—5 P. Cs. Heggaddevankote Taluk—1 Dr. 4 P. Cs.
4	Doranahalli ...	1	2	...	...	...	8	do 3 P. Cs.
3	Krishnarajnagar	1	2	...	...	...	6	do 3 P. Cs.
2	Hampapur ...	1	1	...	...	...	4	Hunsur Taluk—2 P. Cs.
6½	Hosagrahar ...	1	3	1	5	...	13	Hunsur Taluk—9 P. Cs. Do 1 Dr.
	Section B.—							
4½	Akkihebbal ...	1	2	...	...	...	6	Kikkeri Op.—2 P. Cs. Santhebatchahalli—1 P. C.
7½	Mandagere ...	1	4	...	...	...	15	Krishnarajpet—5 P. Cs.
	Section C.—							
11½	Hole-Narsipur ...	1	6	1	5	...	23	Hole-Narsipur Taluk—7 P. Cs. Arkalgud Taluk—5 P. Cs. Hassan Taluk—1 Dfr.
1½	Hole-Narsipur Town.	1	1	...	...	...	2	Arkalgud Taluk—2 P. Cs.
6½	Mavinakere ...	1	3	...	...	...	13	Arkalgud Taluk—1 P. C. Hassan Taluk—3 P. Cs.
6	Ambuga ...	1	3	...	..	...	12	Channarayapatna—4 P. Cs.
6½	Hassan ...	1	3	1	5	1 S. I. & 1 P. C.	13	Hassan Taluk—1 SI., 1 Dr., 7 P. Cs. Belur Taluk—3 P. Cs.
9½	Dudda ...	1	5	...	...	...	19	Belur Taluk—6 P. Cs.
3½	Bageshapur ...	1	2	...	...	...	7	Saklespur Taluk—3 P. Cs.
9½	Habbanaghatta ...	1	5	...	...	...	18	Do 6 P. Cs.

SECTION III.

(A) Tarikere to Narasimharajapura—Force to be provided from Kadur District Police.
(B) Birur to Tarikere—Force to be provided from Kadur District Police.
(C) Masarahalli to Talaguppa—Force to be provided from the Shimoga District Police.

BIRUR-SAGAR SECTION (Up to Talaguppa.)
TARIKERE-NARASIMHARAJAPURA-TADASA-HEBBE TRAMWAY.

Distance	Railway Station	Allocation for guarding		Out posts		Additional investigating centre for cases arising out of strike	No. of village Police to assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfr.	P. Cs.			
	Section A.—							
4½	Duggalapur ...	1	2	...	...	...	9	Tarikere Taluk—3 P. Cs.
3½	Lakkavalli ...	1	2	...	...	...	7	Koppa Taluk—3 P. Cs.
10½	Tadasa ...	1	5	1	5	...	20	Koppa Taluk—1 Dr. 11 P. Cs.
	Agasanhadlu ...	1	1	...	...	...	1	Tarikere Taluk—2 P. Cs.
3½	Narasimharajapur	1	2	...	...	...	7	Do 3 P. Cs.
	Section B.—							
6½	Shivapur ..	1	3	...	...	...	13	Kadur Taluk—3 P. Cs.
8½	Tarikere ...	1	4	1	5	...	17	Tarikere Taluk—2 P. Cs. Tarikere Taluk—1 Dr. 9 P. Cs.
	Section C.—							
9½	Masarahalli ...	1	5	...	...	...	10	Channagiri Taluk—6 P. Cs.
3½	Bhadravathi ...	1	2	1	5	...	6	Bhadravathi Station—1 Dr. 8 P. Cs.
6½	Bidare ...	1	3	...	...	...	5	Shimoga Taluk—4 P. Cs.
4	Shimoga ...	1	2	1	5	1 S. I. & 1 P. C.	8	Do 1 SI., 1 Dr. 9 P. Cs.
1½	Shimoga Town ...	1	1	...	...	...	2	Do 2 P. Cs.
4½	Kotegangur ...	1	2	...	...	...	4	Do 3 P. Cs.
7½	Harnahalli ...	1	4	...	...	...	10	Honnali Taluk—5 P. Cs.
4	Kumsi .	1	2	1	5	..	8	Kumsi Station—1 Dr. 8 P. Cs.
9½	Arasalu ...	1	5	...	...	...	10	Hosanagar Taluk—6 P. Cs.
9½	Anandapuram ...	1	5	...	...	...	12	Sagar Taluk—6 P. Cs.
9½	Balegundi ...	1	5	...	...	...	10	Do 6 P. Cs.
6½	Sagara ...	1	3	1	5	...	13	Sorab Station—1 Dr. 9 P.Cs.
9	Talaguppa ...	1	4	...	...	...	12	Sagar Taluk—5 P. Cs.

SECTION IV.

BANGALORE-HARIHAR SECTION.
(Metre Gauge.)

(A) Bangalore City to Yeshavanthapur—Force to be provided from Bangalore City Police.
(B) Yeshavanthapur to Nidavanda—Force to be provided from Bangalore District Police.
(C) Hirehalli to Honnavalli Road—Force to be provided from Tumkur District Police.
(D) Arsikere to Banavar—Force to be provided from Hassan District Police.
(E) Devanur to Sbivani—Force to be provided from Kadur District Police.
(F) Hosadurga Road to Harihar—Force to be provided from Chitaldrug District Police.

Distance	Railway Station	Allocation for guarding		Out posts		Additional investigating centre for cases arising out of strike	Number of Village Police to assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P.Cs.	Lines P.Cs.	Daffedar	P.Cs.			
1	2	3	4	5	6	7	8	9
	Section A.—							
3½	Yeshavanthapur.	1	2	1	5	.....	6	Bangalore City.
	Section B.—							
5	Chikbanavar ...	1	2	...	...	.....	10	Yelahanka—3 P.Cs.
8	Gollahalli ...	1	4	...	...	.....	16	Nelamangala—5 P.Cs.
6½	Doddabele ...	1	3	...	...	.....	13	Thyamagondlu—4 P.Cs.
5½	Nidavanda ...	1	3	...	...	.....	11	Dobspet O. P.—2 P. Cs. Sivaganga O. P.—2 P. Cs
	Section C.—							
7½	Hirehalli ...	1	3	...	...	.....	14	Tumkur Taluk—4 P. Cs.
3½	Kyatasandra ...	1	2	...	...	.....	7	Do 3 ,,
3½	Tumkur ...	1	2	1	5	1 S. I. and 1 P. C.	6	Do 1 S. I., 1 Dr., 9 P. Cs.
6	Mallasandra ...	1	3	...	...	.....	12	Do 4 P. Cs.
5½	Gubbi ...	1	2	1	5	.....	10	Do 1 Dr., 8 P.Cs.
5½	Nittur ...	1	2	...	...	.....	11	Gubbi Taluk- 3 P. Cs.
7	Sampige Road ...	1	3	...	...	.....	14	Do 4 P. Cs.
3½	Ammasandra ...	1	2	...	...	.....	7	Do 3 ,,
3½	Banasandra ...	1	2	1	5	.....	7	Do 1 Dr., 8 P. Cs.
6½	Karadi ...	1	3	...	...	.....	13	Tiptur Taluk—4 P. Cs.
6½	Tiptur ...	1	3	1	5	.....	13	Do 1 Dr., 9 P.Cs.
7½	Honnavalli Road.	1	4	...	...	.....	15	Do 5 P. Cs.
	Section D.—							
8½	Arsikere ...	1	5	1	5	1 S. I. and 1 P. C.	17	Saklespur—1 S. I., 2 P. C. Arsikere Taluk—1 Dr., 10 P.Cs.
10	Banavar ...	1	5	...	...	.....	20	Channarayapatna—6 P. Cs.
	Section E.—							
4	Devanur ...	1	2	...	...	.....	8	Chikmagalur—3 P.Cs.
10½	Kadur ...	1	5	1	5	.....	20	Kadur Taluk—1 Dr., 11 P. Cs.
3½	Birur ...	1	2	1	5	.....	7	Chikmagalur Taluk—1 Dr., 3 P. Cs. Kadur Taluk—5 P. Cs.
11½	Ajjampur ...	1	5	...	...	.....	22	Chikmagalur Taluk—6 P. Cs.
6½	Sivani ...	1	3	...	...	.....	13	Do 4 P. Cs.
	Section F.—							
6½	Hosadurga Road.	1	3	...	...	.....	12	Hosadurga Kasaba—4 P. Cs.
6½	Ramagiri ...	1	3	...	...	.....	12	Do 4 P. Cs.
6½	Holalkere ...	1	3	...	...	.....	12	Holalkere Kasaba—4 P. Cs.
6	Chikjajur ...	1	3	1	5	1 S. I. and 1 P. C.	12	Mayakonda—1 S. I., 1 Dr., 7 P. Cs. Bharmanayakanadurga O. P.—3 P. Cs.
6	Sasalu ...	1	3	...	...	.....	12	Mayakonda Stn.—4 P. Cs.
5	Mayakonda ...	1	3	...	...	.....	10	Do 4 P. Cs.
5	Kodaganur ...	1	3	...	...	.....	10	Davangere Kasaba—4 P. Cs.
6½	Tolahunse ...	1	3	...	...	.....	13	Do 4 ,,
5½	Davangere ...	1	4	1	5	.....	11	Do 6 P. Cs.
8½	Harihar ...	1	4	1	5	.....	17	Davangere Taluk—1 Dr., 4 P. Cs. Harihar Kasaba—1 Dr., 10 P. Cs.

SECTION -V.

BANGALORE—HINDUPUR SECTION.
(Metre Gauge.)

A) Yelahanka to Makalidurga—Force to be provided from Bangalore District Police
B) Tondebhavi to Dodkurugod—Force to be provided from Kolar District Police

Distance	Railway Station	Allocation for guarding		Out-posts		Additional investigating centre for cases arising out of strike	No. of village police to assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfrs.	P. Cs.			
	Section A—							
...	Yelahanka ...	1	2	1	5	...	6	Yelahanka—1 Dr., 3 P. Cs. Agaram—2 P. Cs. Anekal Kasaba—3 P. Cs.
5½	Rajankunte ...	1	3	...	...	...	11	Agaram—4 P. Cs.
7½	Dodballapur ...	1	4	1	5	...	15	Dodballapur—1 Dr., 9 P. Cs. Sarjapur—1 P. C.
4½	Oddarhalli ...	1	2	...	...	...	8	Yelahanka—3 P. Cs.
5½	Makalidurga ...	1	2	...	...	...	11	Sarjapur—3 P. Cs.
	Section B—							
6½	Tondebhavi ...	1	3	1	5	...	13	Goribidnur Taluk—1 Dr., 9 P. Cs.
8	Goribidnur ...	1	4	1	5	1 S.I. and 1 P.C.	15	Do 1 S.I., 1 Dr., 11 P.C
3½	Dodkurugod ...	1	2	...	...	...	7	Do 3 P. Cs.

SECTION—VI.

BANGALORE—BOWRINGPET SECTION.
(Narrow Gauge.)

(A) Yelahanka to Avathihalli—Force to be provided from Bangalore District Police
(B) Nandi to Kolar—Force to be provided from Kolar District Police.
(C) Hudukula to Bowringpet—Force to be drawn from Kolar Gold Fields Police.

Distance	Railway Station	Allocation for guarding		Out-posts		Additional investigating centre for cases arising out of strike	No. of village Police to assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfrs.	P. Cs.			
	Section A—							
5	Bettahalsur ...	1	2	...	...	...	10	Hoskote Kasaba—3 P. Cs.
2½	Dodjala ...	1	1	...	...	...	5	Nandagudi—2 P. Cs.
7	Devanhalli ...	1	4	1	5	...	14	Devanhalli—1 Dr., 9 P. C. Hoskote Kasaba—1 P. C.
4	Avathihalli ...	1	2	...	...	...	8	Nandagudi—3 P. Cs.
	Section B—							
5½	Nandi ...	1	3	...	...	...	11	Chikballapur Taluk—4 P. Cs.
4½	Chikballapur ...	1	2	1	5	...	8	Do 1 Dr., 8 P. Cs.
5½	Giddanahalli ...	1	3	...	...	...	11	Do 4 P. Cs.
4½	Sidlaghatta ...	1	2	...	...	...	8	Sidlaghatta Taluk—3 P. Cs.
5½	Hunsenahalli ...	1	3	...	..	...	11	Do 4 P. Cs.
7½	Chintamani ...	1	4	1	5	...	15	Chintamani Taluk—1 Dr., 10 P. Cs.
6½	Doddanetha ...	1	3	...	...	...	13	Do 4 P. Cs.
6½	Srinivasapur ...	1	3	...	...	...	12	Srinivasapur Taluk—4 P. Cs.
5	Dalasanur ...	1	2	...	...	...	10	Do 3 P. Cs.
5	Jannaghatta ...	1	2	...	...	...	10	Kolar Taluk—3 P. Cs.
6½	Kolar ...	1	3	1	5	1 S.I. & 1 P.C.	13	Do 1 Dr., 10 P. Cs. & 1 S.I.
	Section C—							
4½	Hudukula ...	1	2	...	...	...	9	Bowringpet Kasaba—3 P. Cs.
6½	Bowringpet ...	1	3	1	5	...	12	Do 1 Dr., 9 P. Cs.

SECTION VII.

CHIKJAJUR—CHITALDRUG SECTION.
(Metre Gauge.)

Distance	Railway Station	Allocation for guarding		Out-posts		Additional investigating centre for cases arising out of strike	No. of village police to assist regular police	Taluk from which the force is to be drawn
		Ry. Stn. P. Cs.	Lines P. Cs.	Dfrs.	P. Cs.			
8	Amrithapura ...	1	4	...	...	...	16	Holalkere Kasaba—5 P. Cs.
4½	Bettadanagenahalli	1	2	...	...	...	6	Chitaldrug Kasaba—3 P. Cs.
3	Haliyur ...	1	2	...	...	...	6	Do 3 P. Cs.
5½	Chitaldrug ...	1	3	1	5	...	11	Chitaldrug Kasaba—5 P. Cs. Do Town—1 Dr., 4 P. Cs.

APPENDIX III.

(1) Staff for patrol duty on Railway Line—on trains consisting of one engine and one truck.

(2) Armed guard for running trains.

(1) One Sub-Inspector and one Constable will be stationed at each of the undermentioned stations for the above purpose.

(i) Bangalore City.
(ii) Arsikere.
(iii) Mysore.
(iv) Shimoga.
(v) Harihar.
(vi) Kolar.

NOTE.—The District Superintendent of Police of the District concerned to furnish the staff required. This staff has not been included in the statement of force to be withdrawn from Districts.

(2) A force of one officer and four men of the Special Reserve with arms to be provided for each running train. Emergency train time table issued by the Railway Department is furnished in Appendix VIII.

APPENDIX IV.

Additional Investigating Centres in connection with the Railway Strike.

Place	Staff	Jurisdiction
1. Bangalore City ...	1 S. I. and 2 P. Cs (C. & M. Station Railway Police.)	Bangalore City Railway Station and premises.
2. Tumkur Railway Station ...	1 S. I. and 1 P. C. ...	Bangalore City Railway Station outer-signal to Tumkur Railway Station outer-signal on the Arsikere side.
3. Arsikere Railway Station ...	1 S. I. and 1 P. C. ...	Tumkur Railway Station outer-signal to Arsikere Railway Station outer-signal on the Harihar side.
4. Chikjajur Railway Station ...	1 S. I. and 1 P. C. ...	Arsikere Railway Station outer-signal on Harihar side to Harihar, Mysore Boundary.
5. Goribidnur Railway Station	1 S. I. and 1 P. C. ...	Yesvanthapur Railway Station to junction of Mysore Boundary in Bangalore-Hindupur Section.
6. Maddur Railway Station ...	1 S. I. and 1 P. C. ...	Bangalore City Railway Station outer-signal to Mysore City Railway Station outer-signal towards Bangalore side.
7. Mysore Railway Station ...	1 S. I. and 2 P. Cs. ...	Mysore City Railway Station and Mysore to Chamarajnagar and Mysore to Hassan Railway Station outer-signal towards Mysore side.
8. Hassan Railway Station ...	1 S. I. and 1 P. C. ...	Hassan Railway Station to Arsikere outer-signal towards Hassan.
9. Shimoga Railway Station ...	1 S. I. and 1 P. C. ...	Birur Railway Station outer-signal towards Shimoga to Talaguppa Railway Station.
10. Kolar Railway Station ...	1 S. I. and 1 P. C. ...	Yelahanka (N. G.) Railway Station to Bowringpet Railway Station in (N. G.)

APPENDIX V.

Police arrangements at the Railway Workshop and Workmen's Staff Quarters, etc.

Sl. No.	Place	S. I. or Jamadar	Daffedars	Constables
1	Machine shop ...	...	...	2
2	General fitting shop	...	...	2
3	Foundry	...	...	2
4	Smithy shop	...	...	2
5	Engine shed	...	...	2
6	Painting shop	...	...	2
7	Carriage building shed	...	...	2
8	Carpentry shop	...	...	2
9	Saw Mill	...	...	2
10	Five gates	...	...	10
11	Boiler's shed	...	...	2
12	Office and stores	...	...	2
13	Staff-quarters	...	1	4
14	Supervision over the area ...	1	2	...
15	Central stores and around the workshop	...	1	8
	Total ...	1	4	44

NOTE.—(1) The above force is to be drawn from Mysore City.

(2) In addition to the above staff an additional staff of 1 Subedar-Major; 2 Naiks and 24 men of P. R. P. should be kept ready for any emergency in the workshop.

APPENDIX VI.

Police arrangements for the Railway premises at Mysore.

Sl. No.	Place	Daffedar	Constables
1	Nanjangud side. Point and gate	...	2
2	Loco. yard including cabin	...	2
3	Drivers' quarters	...	2
4	B. O. C. Oil tanks near Dead end Buffer and oil tanks ...	1	4
5	P. W. Inspector's Office and stores	...	2
6	Saloon shed	...	2
7	Engine shed and turning table	...	2
8	Goods-shed	1	4
9	Carriage Examiner's Office and yard in front ...	...	2
10	Railway Hospital and surrounding quarters, water tank for Railway supply	...	4
11	New Traffic Quarters	...	2
12	Railway Offices	1	6
13	Railway Officers' Quarters at Vontikoppal ...	1	8
	Total ...	4	42

(NOTE.—The above force is to be drawn from Mysore City.)

APPENDIX VII.

BRIDGES, CULVERTS, Etc. TO BE GUARDED ON THE RAILWAY LINES.

Bangalore-Chamarajnagar Section—Metre Gauge.

Bridge No.	Description of the bridge	Mile	Telegraph post	Bridge No.	Description of the bridge	Mile	Telegraph post
435	1 span of 30′ arch bridge	212	16	690	2 span of 40′ girder bridge	282	9—10
447	1 ,, 50′ girder bridge	215	15	715	24 ,, 27′ 6″ arch bridge and		
468	1 ,, 40′ ,, ...	220	10—11		9 ,, 30′ arch bridge	287½	...
472	2 ,, 30′ arch bridge	221	7	716	16 ,, 27′ 6″ arch bridge and		
503	2 ,, 30′ ,, ...	229	13—14		13 ,, 30′ arch bridge	287½	...
514	1 ,, 30′ ,, ...	232	19	718	4 ,, 27′ 6″ arch bridge and		
540	7 ,, 30′ ,, ...	239	0		2 ,, 20′ arch bridge	287	17
573	4 ,, 60′ girder bridge	244	12—13	745	1 ,, 30′ girder bridge	293	15—16
574	1 ,, 40′ ,, ...	246	19—20	755	Arch culvert in Mysore Station yard (im-		
601	5 ,, 40′ ,, across Kolur River	251	9—10		portant bridge	296	3—4
610	1 ,, 30′ ,, ...	255	12—13	765	1 span of 30′ girder bridge	299	2—3
611	8 ,, 60′ ,, (near Maddur Stn.)	255	18—19	772	3 ,, 40′ ,, near Kadakola ...	305	6—7
612	1 ,, 30′ ,, ...	256	4—5	775	1 ,, 20′ and 2 span of 10′ arch bridge ...	...	13—14
616	2 ,, 40′ ,, ...	257	2—3	776	3 ,, 10′ arch bridge	308	10—11
642	3 ,, 60′ ,, ...	267	3—4	782	54 ,, 8′ ,, across Kabbani river		
650	10 ,, 24′ arch bridge	270	10—11		near Nanjangud ...	310	7—8
654	4 ,, 24′ ,, ...	272	16—17	785	4 ,, 40′ girder bridge	312	10—11
678	3 ,, 24′ ,, ...	280	10—11	816	1 ,, 20′ ,, ...	323	5—6
680	3 ,, 24′ girder bridge	280	19—20	845	3 ,, 20′ ,, ...	333	12—13
684	4 ,, 28′ arch bridge	281	10—11				

Arsikere-Mysore Section—Metre Gauge.

4	3 spans of 20′ girder bridge (across Arsikere tank.)	1½	9—10	162	3 spans of 20′ girders	64	5—6
				180	5 ,, 20′ ,, ...	71	15
6	4 ,, 20′ ,, ...	2½	5—6	212	One reinforced concrete arched aqueduct over		
41	2 ,, 20′ ,, ...	17½	7—6		the Railway line	75	16—17
44	9 ,, 20′ ,, (across Dudda valley)	20¾	13—15	219	Do do do ...	77	1—2
62	4 ,, 20′ ,, ...	29½	13—19	242	13 spans of 40′ girders (across the River Cauvery		
81	3 ,, 20′ ,, ...	37	14—15		near Yedatore) ...	80	5—6
91	5 ,, 1-40′ and 4-20′ (across Halekote			264	9 ,, 40′ ,, and 8 spans of 60′ girders.	87	5
	valley) ...	41	8—9				
94	2 ,, 20, arches (Mavinkere valley) ...	...	...		Across Lakshmanatirtha valley and the back		
102	2 ,, 20′ girders	44	8—9		waters of Krishnaraj Sagar Dam		
104	2 ,, 20′ arches	45	4—5				
111	17 ,, 30′ girders (across Hemavati River						
	near Hole-Narsipur ...	47	15—16		Sagarkatte Railway Station.		
120	3 ,, 20′ girders (across Amani Kirekere						
	Tank)	50	1—2	278	2 spans of 20′ arches	96	1—2
135	3 ,, 20′ girders	55	6—7	286	2 ,, 20′ ,, ...	98	9—10

Birur-Sagar Section—Metre Gauge.

6	2 spans of 12′ arch	2	14	111	2 span of 20′ girder bridge	43	14—15
15	2 ,, 12′ ,, ...	5	15	116	1 ,, 20′ ,, ...	45	8—9
16	2 ,, 12′ ,, ...	6	6	124	1 ,, 20′ ,, ...	48	2—3
18	1 ,, 20′ ,, ...	7	2—3	128	2 ,, 40′ ,, ...	49	12
23	2 ,, 20′ ,, ...	9	11—12	148	2 ,, 20′ ,, ...	53	6—7
24	1 ,, 30′ ,, ...	11	1—2	167	2 ,, 20′ ,, ...	55	8—9
25	1 ,, 30′ ,, ...	11	7—8	172	1 ,, 40′ ,, ...	56	12—13
26	3 ,, 12′ ,, ...	12	2—3	177	1 ,, 40′ ,, ...	58	1—2
38	3 ,, 12′ ,, ...	16	14	179	2 ,, 60′ ,, across Kumudvati		
39	3 ,, 30′ ,, ...	17	8—9		River ...	58	11—12
53	3 ,, 30′ ,, ...	23	15—16	192	1 ,, 20′ ,, ...	63	5—6
54B	2 ,, 12′ girder bridge	24	17—18	210	15 ,, 6′ dia. pipe drain across Nevatur		
55	1 ,, 20′ arch	25	8		halla	71	1—2
56A	1 ,, 20′ girder bridge	26	4	215	1 ,, 20′ girder bridge	73	8—9
59	11 ,, 60′ ,, across Bhadra River	27	3	223	1 ,, 20′ ,, ...	76	21
63	1 ,, 30′ arch	28	16—17	226	1 ,, 20′ ,, ...	77	17—18
73	3 ,, 12′ ,, ...	34	11—12	229	1 ,, 20′ ,, ...	78	13—14
86	15 ,, 60′ girder bridge across Thunga			232	1 ,, 20′ ,, ...	79	23—24
	River	38	0—7	238	1 ,, 20′ ,, ...	82	14—15
94	1 ,, 20′ girder bridge	39	4—5	256	1 ,, 20′ ,, ...	87	9—10
104	2 ,, 20′ ,, ...	41	12—13	265	2 ,, 60′ ,, across Varada River	89	12—13

APPENDIX VII—*contd.*

Bangalore-Harihar Section—Metre Gauge.

Bridge No.	Description of the Bridge	Mile	Telegraph post
	7 span of 20′ arch ...	1	1—2
	2 ,, 20′ and 2 span of 10′ arch ...	7	21—22
	2 ,, 20′ ,, 2 ,, 10′ arch ...	9	5—6
	1 ,, 40′ girder bridge	11	1
	1 ,, 40′ ,, ...	12	9
	1 ,, 10′ and 2 span of 10′ arch ...	13	18
30	2 ,, 20′ ,, 2 ,, 10′ arch ...	15	19
31	5 ,, 10′ arch	17	4
32	5 ,, 10′ and 2 span of 10′ arch ...	18	14
33	5 ,, 20′ ,, 2 ,, 10′ arch ...	19	21
34	1 ,, 40′ ,, 2 ,, 11½′ girder bridge	21	14—15
35	3 ,, 40′ ,, 2 ,, 11½′ girder bridge	21	19—20
37	1 ,, 20′ ,, 2 ,, 10′ arch ...	23	16—17
40	2 ,, 10′ arch	25	0—1
41	2 ,, 10′ ,, ...	25	4—5
42	2 ,, 20′ ,, ...	25	15—16
43	3 ,, 20′ ,, ...	26	11—12
50	2 ,, 40′ girder bridge	28	23—24
51	3 ,, 20′ arch	30	6—7
52	5 ,, 20′ and 2 span of 10′ arch ...	31	11—12
56	2 ,, 10′ girder bridge	33	20—21
58	1 ,, 20′ and 2 span of 10′ arch ...	35	5—6
59	9 ,, 10′ arch	36	1—2
60	5 ,, 10′ ,, ...	36	10—11
63	4 ,, 10′ ,, ...	37	12
64	1 ,, 20′ and 2 ,, 10′ arch ...	38	18
65	1 ,, 30′ and 2 ,, 10′ ,, ...	39	2
66	3 ,, 20′ ,, 2 ,, 10′ ,, ...	40	5
67	2 ,, 10′ ,, 1 ,, 20′ ,, ...	41	5
68	4 ,, 10′ ,, 2 ,, 10′ ,, ...	41	21
69	5 ,, 20′ ,, 2 ,, 10′ ,, ...	42	19
70	3 ,, 10′ arch	43	8
71	2 ,, 20′ girder bridge	43	16
72	4 ,, 10′ arch	44	20
74	2 ,, 10′ ,, ...	46	1
77	5 ,, 20′ ,, ...	47	21
81	3 ,, 10′ ,, ...	50	3
85	2 ,, 40′ and 2 span of 10′ girder ...	51	18
86	3 ,, 40′ ,, 3 ,, 10′ ,, ...	53	3
87	3 ,, 10′ arch	53	10
88	1 ,, 30′ and 2 ,, 10′ arch ...	54	5
91	1 ,, 20′ ,, 2 ,, 10′ ,, ...	56	14
93	1 ,, 30′ ,, 2 ,, 10′ ,, ...	57	4
96	2 ,, 10′ arch	58	1
103	1 ,, 20′ and 2 ,, 10′ ...	60	12—13
107	5 ,, 40′ girder and 2 span of 11′ arch ...	64	9
108	4 ,, 10′ arch	65	11
110	1 ,, 60′ girder and 2 span of 10′ arch ...	67	17
111	2 ,, 20′ arch	68	15
124	1 ,, 20′ and 2 span of 10′ arch ...	74	16
125	3 ,, 10′ arch	75	19
127	1 ,, 20′ and 2 ,, 10′ arch ...	76	3
136	5 ,, 30′ ,, 2 ,, 10′ ,, ...	82	16
139	3 ,, 10′ arch	83	19
142	7 ,, 40′ ,, ...	85	13
146	2 ,, 10′ ,, ...	86	2
148	1 ,, 10′ and 2 span of 10′ arch ...	89	12
149	1 ,, 10′ ,, 2 ,, 10′ ,, ...	89	19
154	2 ,, 20′ arch ...	92	13
155	5 ,, 40′ and 2 ,, 10′ ,, ...	92	21
162	5 ,, 20′ arch	94	22
168	3 ,, 10′ ,, ...	96	15
183	1 ,, 20′ ,, ...	103	2
185	1 ,, 30′ ,, ...	103	11—12
186	1 ,, 30′ ,, ...	103	19
189	2 ,, 20′ ,, ...	105	5
190	1 ,, 20′ and 1 span of 10′ arch ...	106	1
192	3 ,, 10′ arch	107	2
193	3 ,, 10′ ,, ...	108	5
194	1 ,, 30′ ,, ...	108	14
197	5 span of 20′ arch	109	3
198	2 ,, 40′ ,, ...	109	17
199	3 ,, 10′ ,, ...	109	19
201	3 ,, 10′ ,, ...	110	11
205	1 ,, 20′ ,, ...	112	17
207	3 ,, 10′ ,, ...	113	18
209	3 ,, 10′ ,, ...	114	17
210	3 ,, 10′ ,, ...	117	3
211	3 ,, 10′ ,, ...	117	21
212	3 ,, 10′ ,, ...	118	10
213	3 ,, 10′ ,, ...	119	12
214	3 ,, 10′ ,, ...	120	2
219	1 ,, 20′ ,, ...	123	1—2
220	1 ,, 20′ and 2 span of 10′ arch ...	123	6—7
222A	5 ,, 10′ arch	124	3—4
223	3 ,, 20′ and 2 ,, 10′ arch ...	124	11—12
224	1 ,, 20′ ,, 2 ,, 10′ ,, ...	124	15—16
225	3 ,, 10′ arch	125	4—5
226	3 ,, 20′ and 2 ,, 10′ arch ...	126	6—7
228	4 ,, 10′ arch	127	18—10
229	3 ,, 10′ ,, ...	128	11—12
230	3 ,, 20′ and 2 span of 10′ arch ...	129	9—10
232	5 ,, 10′ arch	130	11—12
233	3 ,, 10′ ,, ...	130	23—24
237	3 ,, 10′ ,, ...	133	14
238	1 ,, 20′ ,, ...	133	22—23
239	1 ,, 20′ and 2 span of 10′ arch ...	134	5—6
240	1 ,, 20′ ,, 2 ,, 10′ ,, ...	135	1
242	4 ,, 20′ ,, 2 ,, 10′ ,, ...	135	24—25
243	1 ,, 20′ ,, 2 ,, 10′ ,, ...	138	1
244	9 ,, 20′ ,, 2 ,, 10′ ,, ...	139	6—7
247	1 ,, 20′ ,, 2 ,, 10′ ,, ...	140	12—13
248	3 ,, 20′ ,, 2 ,, 10′ ,, ...	141	4—5
249	4 ,, 10′ arch	141	19—20
252	3 ,, 10′ ,, ...	142	20—21
249	4 ,, 10′ ,, ...	141	19—20
252	3 ,, 10′ ,, ...	142	20—21
253	3 ,, 10′ ,, ...	143	3—4
255	3 ,, 10′ ,, ...	143	24—25
256	3 ,, 20′ ,, ...	144	14—15
260	3 ,, 10′ ,, ...	147	4
261	2 ,, 20′ and 2 span of 10′ arch ...	148	3
263	3 ,, 10′ arch	149	1
268	11 ,, 20′ and 2 ,, 10′ arch ...	152	6
273	3 ,, 10′ arch	153	23
276	10 ,, 10′ ,, ...	155	16
284	3 ,, 12′ ,, ...	158	15—16
286	3 ,, 12′ ,, ...	159	3—4
288	3 ,, 30′ ,, ...	159	16—17
299	4 ,, 20′ girder	165	10—11
322	2 ,, 30′ arch	172	11—12
334A	2 ,, 20′ girder bridge	176	2
336	1 ,, 20′ arch	177	14—15
340	1 ,, 20′ ,, ...	179	7—8
344	1 ,, 20′ girder bridge	180	7—8
350	1 ,, 20′ ,, ...	182	19—20
352A	2 ,, 40′ ,, ...	183	19—20
253	1 ,, 20′ arch	184	1—2
362	1 ,, 26′ girder bridge	186	7—8
369	1 ,, 30′ arch	189	19—20
375	1 ,, 20′ girder bridge	193	9—10
384	1 ,, 20′ ,, ...	196	15—16
393	4 ,, 30′ arch	199	5
394	2 ,, 20′ ,, ...	199	20
401	1 ,, 20′ ,, ...	201	21—22
404	1 ,, 30′ ,, ...	202	16—17
405	1 ,, 30′ ,, ...	203	8
422	4 ,, 30′ ,, ...	209	22
423	2 ,, 39′ ,, ...	210	5—6

Bangalore-Hindupur Section—Metre Gauge.

307	2 span of 12′ arch	120	24-12 1,0
308	4 ,, 6′ ,, ...	121	13—14
309	6 ,, 6′ ,, ...	121	22—23
313	4 ,, 6′ ,, ...	123	6—7
319	5 ,, 40′ girder bridge	124	17—18
328	9 ,, 62′ ,, ...	125	22-126/1
401	2 ,, 10′ arch	139	8—9
419	1 ,, 30′ ,, ...	141	1
420	8 ,, 4′ slab top	141	1—2
432	1 ,, 30′ arch	142	14—15
434	5 ,, 30′ ,, ...	142	19—20
441	7 ,, 30′ ,, ...	144	18—19
457	8 ,, 4′ slab top	146	13—14
460	7 span of 12′ arch	147	14—15
464	3 ,, 32′ girder bridge	149	12—13
476	1 ,, 20′ ,, ...	161	2—3
480	4 ,, 12′ arch	152	11—12
488	9 ,, 12′ ,, ...	155	7—8
490	4 ,, 12′ ,, ...	155	15—16
514	4 ,, 12′ ,, ...	163	4—5
517	4 ,, 12′ ,, ...	164	22—23
521	2 ,, 12′ ,, ...	166	11—12
526	6 ,, 12′ ,, ...	167	22—23
530	5 ,, 6′ ,, ...	169	7—8
532	5 ,, 6′ ,, ...	169	11—12

APPENDIX VII—*concld.*

Bowringpet to Yelahanka 2'-6" Gauge Line.

Bridge No.	Description of the bridge	Mile	Telegraph post	Bridge No.	Description of the bridge	Mile	Telegraph post
38	5 spans of 20' girder bridge	13	5—6	185	4 spans of 20' girder bridge,-Chikballapur Stn.		
56	3 ,, 20' ,, ...	17	17		Mile 63¾ ...	63	16
57	4 ,, 40' ,, across Pallar River	18	4—5	193	2 ,, 20' ,, ...	66	0—10
65	4 ,, 40' ,, ...	21	16	198	2 ,, 20' ,, ...	68	1—2
71	3 ,, 20' ,, ...	24	18	208	3 ,, 20' ,, ...	71	12—13
82	4 ,, 20' ,, ...	31	11—12	211	2 ,, 20' ,, ...	72	2—3
88	3 ,, 40' ,, ...	34	16	299	3 ,, 20' ,, ...	77	9—10
105	2 ,, 20' ,, Chintamani Stn. ...	38	7—8	233	3 ,, 20' ,, ...	78	9—10
143	4 ,, 20' ,, ...	51	4	236	3 ,, 20' ,, ...	79	12—13
158	3 ,, 20' ,, ...	55	1	243	2 ,, 20' ,, ...	84	9—10
181	2 ,, 20' ,, ...	62	12	257	3 ,, 30' ,, ...	90	1—2
				260	2 ,, 20' ,, ...	91	15

Chikjajur-Chitaldrug Railway—Metre Gauge.

2	2 span of 12' and 1 span of 20' girder bridge...	0	0—11	18	12 span of 12' arch bridge, Bhimasamudra valley	8	13—14
3	2 ,, 20' 1 ,, 20' ,, ...	1	4—5	28	Close to Haliyur Station across Jinnigehalla ...	14	15—16
4	2 ,, 20' 1 ,, 20' ,, ...	3	9—10	33	3 span of 20' girder bridge	16	12—13
10	1 ,, 30' arch bridge head away 21' ...	5	12—13				

APPENDIX VIII.

EMERGENCY TRAIN TIME TABLE.

(Mysore State Railway.)

Trains **"A"** *provide for both day and night running.*

Trains **"B"** *provide for running by day only.*

All special instructions as to working of trains notified in the Working Time Table as applying on the various sections apply to trains of which timings are given herein.

"A"

Harihar-Bangalore City Section.

Read Up.												*Read Down.*			
33 A		3 A				Stations				4 A		34 A			
H.	M.	H.	M.							H.	M.	H.	M.		
18	35	5	20	A	Harihar	...	...	D		8	25	21	45		
18	03	4	48	D	Davangere	...	..	A		9	00	22	33		
17	53	4	35	A				D		9	10	22	43		
15	55	2	29	D	Chikjajur	...	...	A		11	18	1	23		
15	24	1	59	A				D		11	44	2	10	3 A	
13	50	0	02	D	Shivani	...	...	A		13	42	4	59		
13	4 A 27	23	42	A				D		14	33 A 02	5	19		
12	20	22	26	D	Birur	...	...	A		15	13	6	52		
11	51	21	56	A				D		15	33	7	12		
11	31	21	31	D	Kadur	...	...	A		15	47	7	26		
11	11	21	11	A				D		16	07	7	46		
9	41	19	25	D	Arsikere	...	...	A		17	37	9	16		
8	34 A 12	17	17	4 A A				D		19	3 A 20	9	33 A 54		
7	13	16	18	D	Tiptur	...	...	A		20	44	11	04		
7	03	16	08	A				D		20	54	11	14		
5	45	15	11	D	Banasandra	...	...	A		21	53	12	04		
5	15	14	51	A				D		22	13	12	24		
3	55	13	45	D	Nittur	...	...	A		23	22	13	28		
3	45	13	34 A 20	A				D		23	33	13	3 A 38		
2	15	12	10	D	Tumkur	..	...	A		0	55	14	51		
1	4 A 45	11	50	A				D		2	33 A 00	15	11		
22	07	8	46	D	Yesvantpur	...	...	A		5	46	18	22		
21	57	8	36	A				D		5	54	18	34		
21	30	8	15	D	Bangalore City	...	...	A		6	10	18	50		

Bangalore-Mysore Section.

Read Up.												*Read Down,*			
1 A		7 A		5 A		Stations				2 A		8 A		6 A	
H.	M.	H.	M.	H.	M.					H.	M.	H.	M.	H.	M.
18	35	6	00	15	45	A	Bangalore	...	D	8	45	23	00	11	40
16	20	3	45	13	30	D	Closepet	...	A	10	29	0	44	13	24
16	08	3	35	13	6 A 20	A			D	10	39	0	54	13	5 A 34
14	43	2	10	11	55	D	Maddur	...	A	11	47	2	02	14	38
14	6 A 04	1	8 A 42	11	2 A 32	A			D	12	5 A 07	2	7 A 32	14	1 A 58
13	20	0	58	10	48	D	Mandya	...	A	12	55	3	20	15	46
13	03	0	48	10	38	A			D	13	10	3	30	15	56
11	41	23	26	9	16	D	Seringapatam	...	A	14	28	4	48	17	14
11	31	23	16	9	06	A			D	14	37	5	17	17	27
11	00	22	45	8	35	D	Mysore	...	A	15	20	6	00	18	10

Mysore-Arsikere Section.

Read Up. *Read Down.*

11 A	9 A	Stations	10 A	12 A
H. M.	H. M.		H. M.	H. M.
6 10	19 40	A Mysore ... D	7 30	23 00
4 27	17 57	D Krishnarajanagar A	9 17	0 47
4 17	17 45	A D	9 27	0 57
2 12 A 50	16 18	D Mandagere ... A	11 16	2 11 A 36
2 29	16 08	A D	11 26	2 46
0 36	14 10 A 15	D Hassan ... A	14 9 A 09	5 29
0 26	13 56	A D	14 34	5 39
21 20	10 50	D Arsikere ... A	16 40	7 45

Bangalore-Hindupur Section.

Read Up. *Read Down.*

2 A	68 A	Stations	67 A	1 A
H. M.	H. M.		H. M.	H. M.
8 05	20 25	A Bangalore City ... ... D	7 05	19 30
7 67 A 44	20 1 A 02	D Yesvantpur ... ... A	7 2 A 29	19 68 A 58
7 36	19 53	A D	7 40	20 09
6 19	18 25	D Dodballapur ... ... A	8 55	21 34
6 09	18 15	A D	9 05	21 44
3 48	16 09	D Thondebhavi ... ... A	10 42	23 33
3 38	15 59	A D	10 53	23 43
2 00	14 30	D Hindupur ... ... A	12 10	1 15

Mysore-Chamarajanagar Section.

Read Up. *Read Down.*

45 A	25 A	43 A	23 A	Stations	24 A	42 A	26 A	44 A
H. M.	H. M.	H. M.	H. M.		H. M.	H. M.	H. M.	H. M.
21 40	16 30	13 10	9 40	A Mysore ... D	7 00	10 00	17 00	18 30
20 20	15 12	11 50	8 24 A 22	D Nanjangud Town .. A	8 23 A 18	11 20	18 18	19 50
	15 00		8 10	A D	8 30		18 30	
	13 00		6 10	D Chamrajanagar ... A	10 30		20 30	

Birur-Shimoga Town Section.

Read Up. *Read Down.*

17 A	19 A	Stations	18 A	20 A
H. M.	H. M.		H. M.	H. M.
22 00	15 00	A Birur ... ... D	12 30	22 40
20 35	13 18 A 45	D Tarikere ... ... A	13 19 A 22	23 39
20 22	13 35	A D	13 42	23 49
19 03	12 25	D Bhadravati ... ... A	14 41	0 58
18 53	12 17	A D	14 52	1 02
18 00	11 30	D Shimoga Town ... ... A	15 40	1 50

Chikjajur - Chitaldrug Section.

Read Up. *Read Down.*

39 A		37 A		35 A					35 A		38 A		40 A	
H.	M.	H.	M.	H.	M.				H.	M.	H.	M.	H.	M.
21	30	15	15	13	50	A	Chikjajur	... ..	9	00	11	30	16	30
19	50	13	45	8	50	D	Chitaldrug	... A	8	00	13	30	18	30

Bangalore City - Bowringpet N. G. Section.

Read Up. *Read Down.*

91 A		81 A			Stations			82 A			90 A		
H.	M.	H.		M.				H.		M.	H.		M.
19	40	17		25	A	Bangalore City ...	.. D	8		35	13		45
19	25	17		10	D	Yeswantpur ...	... A	8		49	13		59
19	18	17		00	A		D	9		00	14		09
18	57	16		39	D	Yelahanka ...	... A	9		18	14		27
18	47	16		29	A		D	9		28	14		37
17	54	15	90 A	36	D	Devanhalli ...	... A	10		20	15	81 A	29
17	44	15		26	A		D	10		30	15		42
17	00	14		42	D	Chikballapur ...	... A	11		18	16		30
		14		22	A		D	11		45			
		13	82 A	10	D	Chintamani ...	... A	12	81 A	56			
		13		00	A		D	13		06			
		12		10	D	Srinivaspur ...	... A	13		49			
		12		00	A		D	13		59			
		11		09	D	Kolar ...	... A	14		53			
		10		55	A		D	15		04			
		10		05	D	Bowringpet ...	... A	15		55			

B'

Harihar-Bangalore Section

Read Up. — *Read Down.*

33 B H.	33 B M.	3 B H.	3 B M.	Stations.	4 B H.	4 B M.	34 B H.	34 B M.
9	35	14	20	A Harihar ... ... D	8	25	15	30
9	07	13	52	D Davangere ... ... A	9	00	16	05
8 4 B	53	13	39	A D	9 33 B	10	16	15
6	55	11	41	D Chikjajur ... ... A	11	18	18	25
18	33	11 4 B	21	A D	11 3 B	45	7	10
16	56	9	47	D Shivani ... ... A	13	43	9	08
16	37	9 34 B	27	A D	14	03	9 3 B	30
15	30	8	20	D Birur ... ... A	15	14	10	41
15 4 B	20	8	10	A D	15 33 B	34	11	01
15	00	7	50	D Kadur ... ... A	15	48	11	15
14	40	7	30	A D	16	10	11	35
13	10	6	00	D Arsikere ... ... A	17	40	13	05
10 34 B	52	16	50	A D	6	20	14 33 B	10
9	53	15	51	D Tiptur ... ... A	7	30	15	20
9	43	15 34 B	33	A D	7	40	15 3 B	38
8	46	14	36	D Banasandra ... ... A	8	30	16	28
8 4 B	26	14	16	A D	8 33 B	50	16	38
6	10	12	00	D Tumkur ... ... A	11	07	18	55
17	50	11 4 B	40	A D	11 3 B	47	5	30
14	56	8	46	D Yesvantpur ... .. A	14	48	8	31
14 4 B	41	8 34 B	36	A D	14 33 B	54	8 3 B	49
14	20	8	15	D Bangalore City ... ... A	15	10	9	05

Bangalore-Mysore Section

Read Up. — *Read Down.*

1 B H.	1 B M	5 B H.	5 B M.	Stations	2 B H.	2 B M.	6 B H.	6 B M.
18	35	15	45	A Bangalore City ... D	8	45	11	40
16	20	13	30	D Closepet ... ... A	10	29	13	24
16	08	13 6 B	20	A D	10	39	13 5 B	34
14	43	11	55	D Maddur ... ... A	11	47	14	38
14 6 B	04	11 2 B	32	A D	12 5 B	07	14 1 B	58
13	20	10	48	D Mandya ... ... A	12	55	15	46
13 2 B	03	10	38	A D	13 1 B	10	15	56
11	41	9	16	D Seringapatam ... .. A	14	28	17	14
11	31	9	06	A D	14	37	17	27
11	00	8	35	D Mysore ... ... A	15	20	18	10

Mysore-Arsikere Section

Read Up. — *Read Down.*

9 B H.	9 B M.	Stations	10 B H.	10 B M.
15	10	A Mysore ... ... D	7	30
13	27	D Krishnarajanagar ... ... A	9	17
13	07	A D	9	27
11	40	D Mandagere ... ... A	11	06
11 10 B	20	A D	11 9B	26
9	27	D Hassan ... ... A	14	09
9	06	A D	14	34
6	00	D Arsikere ... ... A	16	40

Bangalore-Hindupur Section

Read Up. *Read Down.*

2 B		68 B		Stations		67 B		1 B	
H.	M.	H.	M.			H.	M.	H.	M.
18	15	12	15	A Bangalore City ... D		7	50	10	30
17	54	11	54	D Yesavantpur ... ... A		8	14	10	54
17	42	11	12	A D		8	25	11	02
16	25	9	55	D Dodballapur ... ... A		9	40	12	17
16	15	9	45	A D	67 B	9	50	12	27
14	09	7	39	D Thondebhavi ... ... A		11	27	14	04
13 1 B	59	7	29	A D		11	43	14 2 B	23
13	30	6	00	D Hindupur ... ... A		13	00	15	40

Mysore-Chamarajnagar Section

Read Up. *Read Down.*

25 B		43 B		23 B		Stations		24 B		42 B		26 B	
H.	M.	H.	M.	H.	M.			H.	M.	H.	M.	H.	M.
14	40	13	10	9	40	A Mysore ... ... D		7	00	10	00	15	1
13	22	11	50	8	22	D Nanjangud Town ... A		8	18	11	20	16	2
13	10			8 24 B	10	A D	23 B	8	30			16	4
11	10			6	10	D Chamarajnagar ... A		10	30			18	4

Birur-Shimoga Town Section

17 B		19 B		Stations		18 B		20 B	
H.	M.	H.	M.			H.	M.	H.	M.
15	00	10	40	A Birur ... ... D		8	25	15	45
13	45	9	25	D Tarikere ... ... A		9	17	16	37
13	35	9 18 B	10	A D	19 B	9	27	16	45
12	25	8	00	D Bhadravati ... ... A		10	26	17	44
12	17	7	52	A D		10	37	17	52
11	30	7	05	D Shimoga Town ... ... B		11	25	18	30

Chikjajur-Chitaldrug Section

37 B		35 B		Stations		36 B		38 B	
H.	M.	H.	M.			H.	M.	H.	M.
17	00	11	00	A Chikkjajur ... ... D		6	30	12	00
16	00	9	00	D Chitaldrug ... ... A			30	14	00

Bangalore City-Bowringpet N. G. Section

Read Up. *Read Down.*

81 B			Stations			82 B	
H.	M.					H.	M.
16	30	A	Bangalore City		D	7	30
16	15	D	Yesavantpur		A	7	45
16	06	A			D	7	57
15	45	D	Yalahanka		A	8	15
15	35	A			D	8	25
14	42	D	Devanhalli		A	9	17
14	32	A			D	9	27
13	48	D	Chikballapur		A	10	15
13	28	A			D	10	45
12	16	D	Chintamani		A	11	56
12	06	A			D	12	11
11	16	D	Srinivaspur		A	12	54
11	06	A			D	13	04
10	15	D	Kolar		A	13	58
10	05	A			D	14	09
9	20	D	Bowringpet		A	15	00